APPENDIX H. Personal Injury Accident Data

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 28/01/2016 Time 1015 Slight at B4030 J/W A4095 HOWES LANE CHESTERTON
E: 456428 N: 222729 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

C1 TRAV W ON MIDDLETON STONEY ROAD ENTERED RBT BEHIND TWO OTHER U/K VEHS ALSO TRAV W & C1 FAILED TO GIVEWAY TO PC2 TRAV S FROM A4095 HOWES LANE INTENDING TO EXIT TO VENDEE DRIVE - PC2 BRAKED LOST CONTROL & RIDER FELL-C1 NOT HIT FTS

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P3080116 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver 45 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver 43 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 16/05/2016 Time 0452 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457220 N: 221170 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lighting unknown
C1 TRAV NE ON A41 ENTERED RBT FAILED TO NEGOTIATE RBT & WENT STRAIGHT OVER CENTRAL ISLAND OF RBT - DRIVER SUSTAINED SERIOUS INJURY
Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P1620516 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CM SG

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Fatigue	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Female Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 17/07/2016 Time 1915 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON
E: 457208 N: 221170 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV NE ON A41 ENTERED RBT INTENDING TO TURN LT TO PARK & RIDE ACCESS - APPEARS POSS UNFAMILIAR WITH SITE & MISSED TURN & HIT SPLITTER ISLAND IN MOUTH OF P+R ACCESS & HIT ROAD SIGN
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1290716 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to W Turning left
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 25 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 04/12/2016 Time 0021 Slight at A41 BETWEEN M40 J9 & RBT J/W B4030 VENDEE DRIVE CHESTERTON - CONSIDERABLE UNCERTAINT
E: 456979 N: 220859 Junction Detail: 0 Control
Snowing with high winds Road surface Frost/Ice Darkness: no street lighting
GDS1 ASSUMED TRAV NE ON A41 HIT REAR OF AGR2 (TRACTOR / DIGGER - TYPE UNSPECIFIED) - APPEARS DRVIER
GDS1 DISTRACTED POSS BY USE OF MOBILE PHONE
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 16035231 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 42 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 2 Agricultural vehicle Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 0 0 Age of Driver 38 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 20/12/2016 Time 2100 Serious at AKEMAN STREET APPROX 500M W OF M40 BRIDGE CHESTERTON
E: 454511 N: 221018 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
C1 TRAV SW ON AKEMAN STREET LOST CONTROL POSS DUE TO DISTRACTION -& LEFT CWAY TO NSIDE & OVERTURNED & HIT TREE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. 43170004469 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
On main carriageway Overturned
First point of impact Front Parts damaged: 0 0 0 Age of Driver 30 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 27/12/2016 Time 1450 Slight at B430 J/W AKEMAN STREET CHESTERTON
E: 453178 N: 220839 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV W ON AKEMAN STREET TURNED RT TO B430 FAILING TO GIVE WAY TO C2 TRAV S ON B430 & HIT OCCURRED
Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. 43170009519 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) RD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 0 0 Age of Driver 34 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Casualty Reference: 3 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 24/02/2017 Time 2245 Slight at A41 RBT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457215 N: 221162 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (POLICE) HAD BEEN PURSUING C2 (DRIVER UNDER INFLUENCE OF DRUGS) ON M40 - C2 THEN TRAV NE ON A41 & ENTERED RBT FAILING TO GIVE WAY TO C3 & HIT OCCURRED - C2 FTS - APPEARS C1 NOT IN IMMEDIATE VICINITY AT TIME OF HIT

Road Type Roundabout Vehicles 3 Casualties 1 Police Ref. 43170061563 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 24 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from SE to NE Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 21/03/2017 Time 1526 Slight at ALCHESTER ROAD APPROX 80M N OF J/W ORCHARD RISE (S) CHESTERTON
E: 456005 N: 221581 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
C1 (ELDERLY DRIVER) TRAV SE ON ALCHESTER ROAD PASSED PARKED C2 (DRIVER STOPPED TO PICK UP CHILD FROM SCHOOL) AS DRIVER C2 OPENED DOOR INTO PATH OF C1 - C1 HIT C2 DOOR THEN LEFT CWAY TO OSIDE & HIT WALL
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 43170093594 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle door opened or closed negligently	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 86 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Car Moving from N to Parked
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 0 0 Age of Driver 56 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 03/04/2017 Time 2122 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457224 N: 221166 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (DRIVER GAVE POS BREATH TEST) TRAV NE ON A41 APPEARS TO HAVE CLIPPED OSIDE KERB ON APPROACH TO RBT THEN LOST CONTROL & HIT & WENT ONTO CENTRAL ISLAND OF RBT
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. 43170110913 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 38 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 20/05/2017 Time 0025 Serious at A41 NBOUND APPROX 250M S OF RBT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457064 N: 220946 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
C1 (DRIVER UNDER INFLUENCE OF DRUGS / FATIGUE) DRIFTED TO OSIDE OF CWAY THEN HIT OSIDE SAFETY FENCE & BRIDGE PIERS FOR OVERBRIDGE & OVERTURNED
Road Type Dual carriageway Vehicles 1 Casualties 4 Police Ref. 43170308527 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:	Fatigue	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 1 Car Moving from S to NE Going ahead other
On main carriageway Overturned
First point of impact Front Parts damaged: 0 0 0 Age of Driver 31 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference:	1	Age: 31	Male	Driver/rider	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury		School pupil:	0
Casualty Reference:	2	Age: 42	Female	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury		School pupil:	0
Casualty Reference:	3	Age: 32	Female	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury		School pupil:	0
Casualty Reference:	4	Age: 36	Male	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury		School pupil:	0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 07/08/2017 Time 0724 Slight at ALCHESTER ROAD AT BEND 200M S OF J/W AKEMAN STREET CHESTERTON
E: 456191 N: 221032 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
C1 (TEENAGE DRIVER) TRAV S ON ALCHESTER ROAD FAILED TO NEG SHARP LH BEND & LEFT CWAY TO OSIDE & HIT TREE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. 43170250363 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to E Going ahead left bend
On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 19 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 10/08/2017 Time 1855 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRVIE BICESTER
E: 457237 N: 221224 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
C1 & MC2 BOTH TRAV NE ON A41 FROM M40 WITH C1 IN LANE 1 & MC2 IN LANE 2 - BOTH VEHS ENTERED RBT INTENDING TO CONTINUE NE ON A41 BUT ON EXITING RBT C1 MOVED TO OSIDE & HIT MC2
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 43170258370 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) CN MD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Following too close	Vehicle 2	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Changing lane to right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 0 0 Age of Driver 33 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 53 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 29/10/2017 Time 1339 Slight at GREEN LANE / AKEMAN STREET XRDS J/W THE HALE CHESTERTON
E: 455567 N: 221164 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV S ON THE HALE INTENDING TO CONTINUE TO S ENTERED JUNCTION FAILING TO GIVE WAY TO C2 TRAV E ON AKEMAN STREET CONTINUING STRAIGHT ON TO GREEN LANE - C1 LEFT CWAY TO NSIDE
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 43170330999 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 30 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from W to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 52 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 64 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 13/11/2017 Time 1756 Slight at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457212 N: 221167 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV NE ON A41 ENTERED RBT BUT FAILED TO GIVE WAY TO C2 TRAV SW ON A41 NEG RBT TO EXIT TO PARK & RIDE - APPEARS POSS THAT C1 WAS INTENDING ALSO TO TURN TO PARK & RIDE - POSS C2 FAILED TO SIGNAL

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 43170342217 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CN

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Starting
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 42 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from NE to S Turning left
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 40 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 13 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 13/11/2017 Time 1746 Slight at B430 XRDS J/W AKEMAN STREET CHESTERTON
E: 453173 N: 220840 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
C1 (INEXPERIENCED DRIVER) TRAV N ON B430 TURNED RT TO AKEMAN STREET FAILING TO GIVE WAY TO ONCOMING TRAV S ON B430 - C1 LEFT CWAY TO NSIDE
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 43170352808 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) ID

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Very Likely
4th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to E Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 18 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to S Going ahead other

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 0 0 Age of Driver 45 Sex of Driver Male Breath test Negative

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 12/12/2017 Time 1650 Slight at GREEN LANE APPROX 300M W OF A41 BRIDGE CHESTERTON
E: 456801 N: 221064 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Darkness: no street lighting
C2 TRAV SE ON GREEN LANE HIT REAR OF C1 (POLICE) ALSO TRAV SE SLOWING DUE TO ICY CONDITIONS
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 43170383525 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Possible
2nd:	Slippery road (due to weather)	Vehicle 2	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
On main carriageway Skidded
First point of impact Back Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other
On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 49 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 27/01/2018 Time 0656 Serious at B4030 VENDEE DRIVE AT PEDESTRIAN REFUGE APPROX 100M NW OF RBT J/W A41 BICETSER
E: 457126 N: 221261 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV SE ON B4030 VENDEE DRIVE HIT PC2 (ELDERLY RIDER) CROSSING AT PED REFUGE FROM NE TO SW
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 43180028501 Speed limit 50
Crossing: Control 0 Facilities 8 Local Authority: E07 Parish: 0129 Accident Type(s) VB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver Sex of Driver Male Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver 83 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 83 Male Driver/rider Severity: Serious Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 28/07/2018 Time 0802 Slight at A41 RBT J/W LINK ROAD FROM WENDLEBURY VILLAGE & VENDEE DRIVE BICESTER
E: 457260 N: 221172 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
C1 (ELDERLY DRIVER) TRAV NW ON LINK ROAD FROM WENDLEBURY VILLAGE ENTERED RBT FAILING TO GIVE WAY
TO C2 TRAV SW ON A41
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 43180231522 Speed limit 40
Crossing: Control 0 Facilities 8 Local Authority: E07 Parish: 0129 Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 0 0 Age of Driver 89 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from NE to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 27 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 16/09/2018 Time 1422 Slight at GREEN LANE / AKEMAN STREET XRDS J/W THE HALE CHESTERTON
E: 455569 N: 221161 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight

C1 (DRIVER UNFAMILIAR WITH AREA, LOOKING FOR FOOTBALL GROUND) TRAV S ON THE HALE NOTICED JUNCTION TOO LATE & BRAKED BUT OVERSHOT JUNCTION & HIT C2 TRAV E ON AKEMAN STREET THEN C3 TRAV W ON AKEMAN STREET

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. 43180328360 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 41 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from W to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 50 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from E to W Going ahead other

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 0 0 Age of Driver 53 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 24/04/2019 Time 2224 Slight at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON
E: 457223 N: 221168 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
POLICE C1 TRAV NE ON A41 ENTERED RBT ON PURSUIT OF OTHER VEHICLE FAILED TO NEGOTIATE RBT & WENT STRAIGHT OVER CENTRAL ISLAND OF RBT
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. 43190127187 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) SG ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Emergency vehicle on call	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Junction overshoot	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 48 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 10/06/2019 Time 0830 Slight at A41 BETWEEN M40 J9 & RBT J/W B4030 VENDEE DRIVE CHESTERTON - CONSIDERABLE UNCERTAINT
E: 456966 N: 220847 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
C1 TRAV NE ON A41 HIT REAR OF LGV2 SLOWING AS TRAFFIC AHEAD SLOWED
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 43190183075 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) NB QQ

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 0 0 Age of Driver 38 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 12/06/2019 Time 2013 Fatal at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457221 N: 221163 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight

C1 TRAV NE ON A41 AT EXCESS SPEED / DESCRIBED AS DRIVING POORLY BY WITNESSES ENTERED RBT FAILING TO GIVE WAY TO LGV2 TRAV SW ON A41 NEG RBT TO EXIT TO B4030 VENDEE DRIVE - HIT OCCURRED & LGV2 WAS PUSHED ONTO RBT CENTRAL ISLAND & OVERTURNED - ELDER

Road Type Dual carriageway Vehicles 2 Casualties 2 Police Ref. 43190177431 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 41 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
On main carriageway Overturned
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 77 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Fatal Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Casualty Reference: 2 Age: 80 Female Passenger Severity: Fatal Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 19/08/2019 Time 1428 Slight at A41 AT RBT J/W B4030 VENDEE DRIVE & BICESTER PARK AND RIDE ACCESS CHESTERTON
E: 457206 N: 221190 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

C1 TRAV N ON A41 ENTERED RBT APPARENTLY TO CONTINUE TO N TO BICESTER BUT THEN STOPPED SUDDENLY AS IF UNSURE WHICH EXIT TO TAKE - C2 FOLLOWING C1 BRAKED SHARPLY TO AVOID HIT WITH C1 BUT C3 FOLLOWING C2 HIT REAR OF C2

Road Type Roundabout Vehicles 3 Casualties 4 Police Ref. 190258057 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s)

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to N Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: Age of Driver 32 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car — Moving from S to N — Going ahead other
On main carriageway — No skidding, jack-knifing or overturning
First point of impact Front — Parts damaged: — Age of Driver 45 — Sex of Driver Female — Breath test Driver not contacted

Casualty Reference:	2	Age:	45	Female	Driver/rider	Severity:	Slight	Injured by vehicle: 3
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury		School pupil: 0
Casualty Reference:	3	Age:	10	Male	Passenger	Severity:	Slight	Injured by vehicle: 3
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury		School pupil: 0
Casualty Reference:	4	Age:	12	Female	Passenger	Severity:	Slight	Injured by vehicle: 3
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury		School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 22/09/2019 Time 0150 Slight at A41 RBT WITH VENDEE DRIVE BICESTER
E: 457221 N: 221149 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
MC1 TRAV N ON A41 CLIPPED OSIDE KEB ON APPROACH TO RBT & LOST CONTROL - BOTH RIDER & PILLION PASSENGER WERE THROWN FROM MC1
Road Type Roundabout Vehicles 1 Casualties 2 Police Ref. 190295077 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) SG CM

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Stopping
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 34 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Casualty Reference: 2 Age: 31 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 03/10/2019 Time 1825 Slight at AKEMAN STREET J/W ACCESS TO CHESTERTON GOLF COURSE CHESTERTON
E: 455404 N: 221138 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight
C1 TURNED RT FROM GOLF CLUB ACCESS FAILING TO GIVE WAY TO C2 TRAV E ON AKEMAN STREET
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 190306820 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) RD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to W Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: Age of Driver 36 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 2 Car Moving from W to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 23/10/2019 Time 0734 Serious at A41 RBT J/W VENDEE DRIVE BICESTER
E: 457223 N: 221157 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
MC1 TRAV NE ON APPROACH TO RBT LOST CONTROL & FALLEN OFF MOTORBIKE THEN SLID ONTO RBT ISLAND RECEIVING SERIOUS INJURIES
Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. 190330983 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead left bend
On main carriageway Skidded
First point of impact Nearside Parts damaged: Age of Driver 53 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 03/11/2019 Time 1110 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRIVE BICESTER
E: 457205 N: 221195 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV N ON A41 ENTERED RBT IN OSIDE LANE THEN CHANGED LANE TO LEFT WHEN REALISED IN WRONG LANE
TO TURN NW & HIT C2 TRAV NE ON INSIDE LANE CONTINUING TO N
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 190347313 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) CO

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Turning left
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: Age of Driver 48 Sex of Driver Female Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: Age of Driver Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 11/02/2020 Time 1200 Slight at A41 NBOUND AT RBT J/W B4030 VENDEE DRIVE BICESTER
E: 457219 N: 221143 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
LGV1 TRAV N ON A41 APPROACHING RBT WITH VENDEE DRIVE IN EXCESS OF SPEED LIMIT FAILED TO SLOW DOWN & HIT REAR OF C2 APPROACHING RBT - LGV1 DRIVER STOPPED BRIEFLY BUT REFUSED TO GIVE DETAILS
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 200050288 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) CM NB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	Very Likely
4th:	Exceeding speed limit	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 30 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: Age of Driver 49 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 02/03/2020 Time 0830 Serious at GREEN LANE J/W THE HALE CHESTERTON
E: 455572 N: 221164 Junction Detail: 6 Control 4
Fine without high winds Road surface Wet/Damp Daylight
C1 TRAV S ON THE HALE FAILED TO SEE C2 TRAV E ON GREEN RD & HIT C2 ON ENTERING JUNCTION
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 200073613 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to W Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: Age of Driver 58 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 2 Car Moving from W to E Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 69 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 06/04/2020 Time 0950 Serious at A41 RBT J/W VENDEE DRIVE BICESTER
E: 457215 N: 221172 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
AGR1 (TRACTOR) TRAV SW ON A41 TUNRING RT TO B4030 VENDEE DRIVE CLIPPED ROUNDABOUT ISLAND ON MAKING TURN & OVERTURNED
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. 200106255 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Moving from S to N Turning right
On main carriageway Skidded and overturned
First point of impact Offside Parts damaged: Age of Driver 20 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 16/07/2020 Time 2208 Fatal at A41 J/W B4030 VENDEE DRIVE BICESTER
E: 457220 N: 221171 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (DRIVER IMPAIRED BY ALCOHOL AND DRUGS) TRAV NE ON A41 EXCEEDING SPEED LIMIT COLLIDED WITH RBT TAKEN OFF & LANDED ON ROOF - DRVIER FATALLY INJURED
Road Type Dual carriageway Vehicles 1 Casualties 2 Police Ref. 200218195 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) SG CM

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Very Likely
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
On main carriageway Skidded and overturned
First point of impact Front Parts damaged: Age of Driver 60 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Casualty Reference: 2 Age: 47 Male Passenger Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 25/08/2020 Time 0730 Slight at CHESTERTON ROAD APPROX 500M W OF A41 BRIDGE CHESTERTON
E: 456607 N: 221141 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Daylight
LGV1 TRAV W FAILED TO WAIT FOR HGV2 TRAV E TO PULL BACK IN AFTER PASSING A PARKED WIDE TANKER
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 200265791 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) NN

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from E to S Going ahead left bend
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 24 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to E Going ahead right bend
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 29 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 15/08/2021 Time 0606 Slight at A41 RBT J/W B4030 VENDEE DRIVE BICESTER
E: 457217 N: 221170 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV NE ON A41 FAILED TO SEE APPROACHING RBT AS IMPAIRED BY ALCOHOL SO DROVE INTO IT WENT AIRBOURNE LANDING ON ROOF IN MIDDLE OF RBT
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. 210365044 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0129 Accident Type(s) SG CM

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 21 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 27/08/2021 Time 0930 Slight at A4095 AT J/W THE HALE CHESTERTON
E: 455743 N: 221630 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV NORTH BUT WAITING TO TURN RIGHT WHEN LOST CONTROL OF CLUTCH & HIT C2 TRAV WEST ON A4095 AT RIGHT HAND BEND
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 210387599 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Accident Type(s) RD

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Turning right
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: Age of Driver 31 Sex of Driver Female Breath test Not requested
Vehicle Reference 2 Car Moving from N to W Going ahead right bend
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: Age of Driver 55 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/01/2016** **and** **30/11/2021** (71) months

Selection:

Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	2	6	21	29
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	2	8	24	34

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	2	6	21	29
Passenger	1	4	7	12
Motorcycle rider	0	1	2	3
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	3	12	31	46

Number of casualties meeting the criteria: **46**

APPENDIX I. Visibility Splay Calculations

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

38.07 mph 17.019 m/s

v = 17.019 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type: All vehicles (>64kph)

a = 0 +ve for upgrades and -ve for downgrades

SSD = 93 m

SSD adjusted for bonnet length (MfS only) = 95 m (SSD + 2.4m)

Conversions

mph 38.07 to kph 61.3

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v2/2(d+0.1a)$

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

34.89 mph 15.597 m/s

v = 15.597 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type: Buses and/or HGV's greater than

a = 0 +ve for upgrades and -ve for downgrades

SSD = 56 m

SSD adjusted for bonnet length (MfS only) = 59 m (SSD + 2.4m)

Conversions

mph 34.89 to kph 56.2

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

APPENDIX J. Stage 1 Road Safety Audit

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.

Proposed Priority Access off Green Lane and Footpath Cyclepath Links off Green Lane as well as an unnamed roads in proximity
Land South of Green Lane, Chesterton

Client:
i-Transport

Client reference:
ITB14377

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	**RSA-22-008**	Issue no	3	Date	April 2022
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-22/RSA-22-008-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	April 2022
Document reference and revision:	RSA-22-008-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Oxfordshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Wates Developments Limited

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			27th April 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	28th April 2022
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			28th April 2022
3	Design Organisation Response incorporated	Imogen Nicholson on behalf of i-Transport			6th May 2022

Contents:

Appendices:

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed priority access along Green Road in Chesterton as well as a number of footpath cyclepath links and traffic calming / signing on the local highway network. The simple priority access is to be formed off the southern side of Green Lane with 6 metre corner radii and is to allow access to a 5.5 metre carriageway with a 2 metre footway on one side serving a proposed residential development of up to 150 dwellings on land that is bounded by Green Lane to the north and unnamed roads to the east and west. Two footpath cyclepath links are to be provided between the site and local highway network; one to the east onto Green Road and another to the west onto an unnamed road, and a number of 20mph roundels, cycle road markings as well as signs are to be installed. It is understood that a scheme to provide a footway along Green Lane linking Bicester Sport Association site and Great Wolf Resort to the west with Chesterton to the north and east is committed as part of separate planning applications. This Road Safety Audit does not assess those approved works.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 The Road Safety Audit was undertaken during April 2022 in accordance with the Road Safety Audit Brief provided on the 21st April 2022 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Wates Developments. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Monday 25th April 2022 between the hours of 14:00 and 15:00. The site visit involved walking and driving around the local highway network for a 60-minute period whilst observing the local infrastructure and current off-peak traffic conditions. The sky during the site visit was overcast with clear patches, the road surface was dry and visibility was good. A number of

pedestrians and cyclists were observed during the site visit. Vehicular traffic was also observed to include cars and light goods vehicles. The traffic flow was light and free flowing. At the time of the site visit, foliage bounding Green Lane as well as the unnamed roads in proximity of Chesterton, was observed to encroach the carriageways and areas surrounding lighting columns, reducing the effective width available and limiting the level of lighting.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.8 The Design Organisation Response has been prepared by:

Name:	Imogen Nicholson
Position / Organisation:	Principal Consultant, i-Transport

2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3,** if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals that are assessed within this document.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

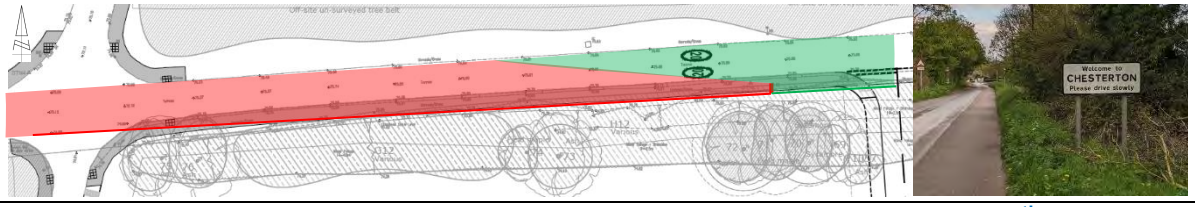
A.1	LOCAL ALIGNMENT
	No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage
A.2	GENERAL
	No Road Safety Concerns regarding the scheme in GENERAL have been raised at this stage
A.3	JUNCTIONS
A.3.1	**PROBLEM**
Location:	Green Lane west of proposed access
Summary:	Existing road sign could block visibility from the proposed access
Acc Type:	Side and rear impact type collision

The existing verge to the south of Green Lane accommodates a "Welcome to Chesterton Please drive carefully" road sign that is situated 50 metres to the west of an existing 20mph gateway. It is understood that the road sign is to be relocated as part of the committed scheme to provide a footway along the southern side of Green Lane as it will be an obstruction to pedestrians. The proposals include the provision of a simple priority access off the southern side of Green Lane approximately 15 metres to the east of the existing road sign, as well as the extension of the existing 20mph zone by approximately 130 metres. The scheme drawing illustrates that 2.4x120 metre visibility splays are achievable from the proposed access, which is far in excess of the stopping sight distance (SSD) of vehicles travelling at 20mph, however, the Audit Team have concerns that should the committed works not come forward before the proposals, the existing road sign will block visibility from the proposed access, even to a distance associated with the SSD of a vehicle travelling at 20mph. Restricted visibility from a priority access could result in a vehicle attempting to exit when it is not safe to do so, which could lead to side or rear impact collisions type collisions.

RECOMMENDATION:

It is recommended that the road sign is relocated appropriately

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 6th May 2022 following formal issue of this Stage 1 Road Safety Audit on the 28th April 2022.

Agree – The sign will be relocated behind the visibility splay illustrated if not undertaken as part of the committed scheme.

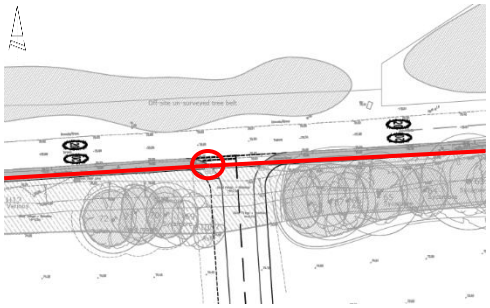
A.3.2	**PROBLEM**
Location:	Green Lane
Summary:	Existing low level overhead cables may not provide adequate headroom
Acc Type:	Loss of control type collision

A number of overhead cables and associated poles are present within the verge of Green Lane. The cable immediately adjacent to the site is currently hanging low due to the weight of a loose branch. The proposals include the provision of a simple priority access off the southern side of Green Lane which includes a footway along the eastern side that will link with a committed footway. The scheme drawing identifies that a pole is situated where the western corner radius is proposed. It can therefore be assumed that the pole will be relocated, however, the Audit Team have concerns that the cables will not provide sufficient headroom to enable construction traffic and refuse collection vehicles to safely pass under the cables when entering / exiting the proposed development. Insufficient clearance could result in vehicles colliding with the cables, subsequently resulting in loss of control type collisions.

RECOMMENDATION:

It is recommended that adequate headroom is provided beneath the cables

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 6th May 2022 following formal issue of this Stage 1 Road Safety Audit on the 28th April 2022.

Agree – The telegraph pole will be relocated as part of the works and cables raised if necessary. Statutory Undertakers apparatus will be assessed as part of the detail design.

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	**PROBLEM**
Location:	Unnamed road west of site
Summary:	Cyclists and pedestrians could enter the carriageway suddenly
Acc Type:	Vehicle pedestrian / cyclist collision

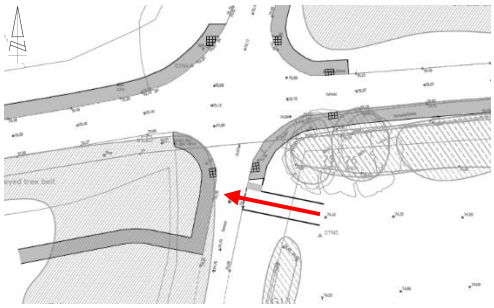
Neither Green Lane along the site frontage or the unnamed road to the west, currently benefit from a footway. It is understood that a scheme to provide a footway along Green Lane and the unnamed road to the west, is committed as part of two separate planning applications; one for Bicester Sports Association (BSA) site and another for Great Wolf Resort. The committed scheme illustrated on the scheme drawings include a footpath link between the unnamed road to the west

and the BSA site. The proposals include the provision of a shared footpath cyclepath link between the associated development and the unnamed road to the west. The Audit Team have concerns that users of the link will not become aware of the live carriageway and continue across the unnamed road without stopping, particularly as the scheme drawing illustrates that dropped kerbs are to be provided on the direct approach, which could lead to a user vehicle pedestrian / cyclist collisions. Moreover, it appears that a speed terminus sign is present at the location of the proposed link which will be an obstruction.

RECOMMENDATION:

It is recommended that measures are provided to ensure that users slow / stop and become aware of the carriageway and that the existing speed limit sign is relocated

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 6th May 2022 following formal issue of this Stage 1 Road Safety Audit on the 28th April 2022.

Agree – Bollards will be provided at the edge of the application site to ensure that cyclists and pedestrians approach the carriageway appropriately and cyclist give-way markings have been provided along the edge of the carriageway. This is reflected on drawing ITB4377-GA-006A. All existing road signs will be assessed during the detail design of the scheme and relocated if necessary.

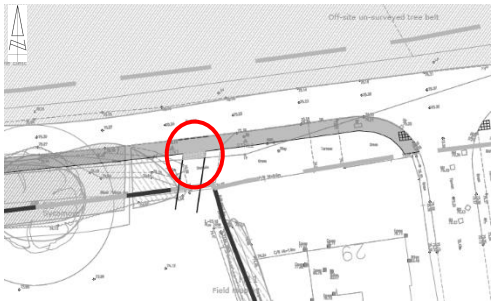
A.4.2	**PROBLEM**
Location:	Green Lane
Summary:	Cyclists could enter the carriageway suddenly and pedestrians could walk into the path of a cyclist
Acc Type:	Vehicle cyclist and cyclist pedestrian collisions

Green Lane (The Green) is subject to a 20mph speed limit within the residential area to the east of the application site. The proposals include the provision of a shared footpath cyclepath link to the east of the site frontage that forms a connection between the application site and a committed footway along the southern side of Green Lane. Hazard warning tactile paving is proposed on the back edge of the footway which will highlight the shared nature of the link, however, it is likely that cyclists will continue across the footway which could lead to cyclist pedestrian collisions and could continue into the carriageway suddenly.

RECOMMENDATION:

It is recommended that cyclists are advised to give way to pedestrians where the proposed link meets the committed footway which should also ensure that cyclists slow on approach and do not suddenly enter the carriageway

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 6th May 2022 following formal issue of this Stage 1 Road Safety Audit on the 28th April 2022.

Agree – It is proposed to provide cycle give way markings at the back edge of the footway to help ensure cyclists are aware they should give way to pedestrians. Bollards will be provided at the edge of the application site to ensure that cyclists approach the footway at an appropriate speed. The updated access arrangements are shown on drawing ITB14377-GA-001F.

A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	**PROBLEM**
Location:	Scheme
Summary:	Visibility to proposed signs may become restricted by vegetation
Acc Type:	Vehicle cyclist collision

The proposals include the provision of signage to identify a 'route recommended for pedal cycles on the main carriageway' as well as cycle road markings which will highlight the potential presence of cyclists to drivers. The Audit Team have concerns, however, that the verges along the unnamed road where the signs are proposed, accommodate dense vegetation which will limit the level of visibility to the signs. Obscured signage may result in drivers not being made aware to expect cyclist within the carriageway, potentially leading to vehicle cyclist collisions.

RECOMMENDATION:

It is recommended that the signs are located where vegetation is sparce, for example, where the verge is grassed, and that the face of the signs is situated at least 450mm from the edge of the carriageway

Location Plan: (Image below is an example of the road safety concern, further locations are present)

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 6th May 2022 following formal issue of this Stage 1 Road Safety Audit on the 28th April 2022.

Agree – The precise location of the signs will be assessed during the detail design stage, it can be confirmed however, that they will be installed where visibility is maximised.

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 28th April 2022

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 28th April 2022

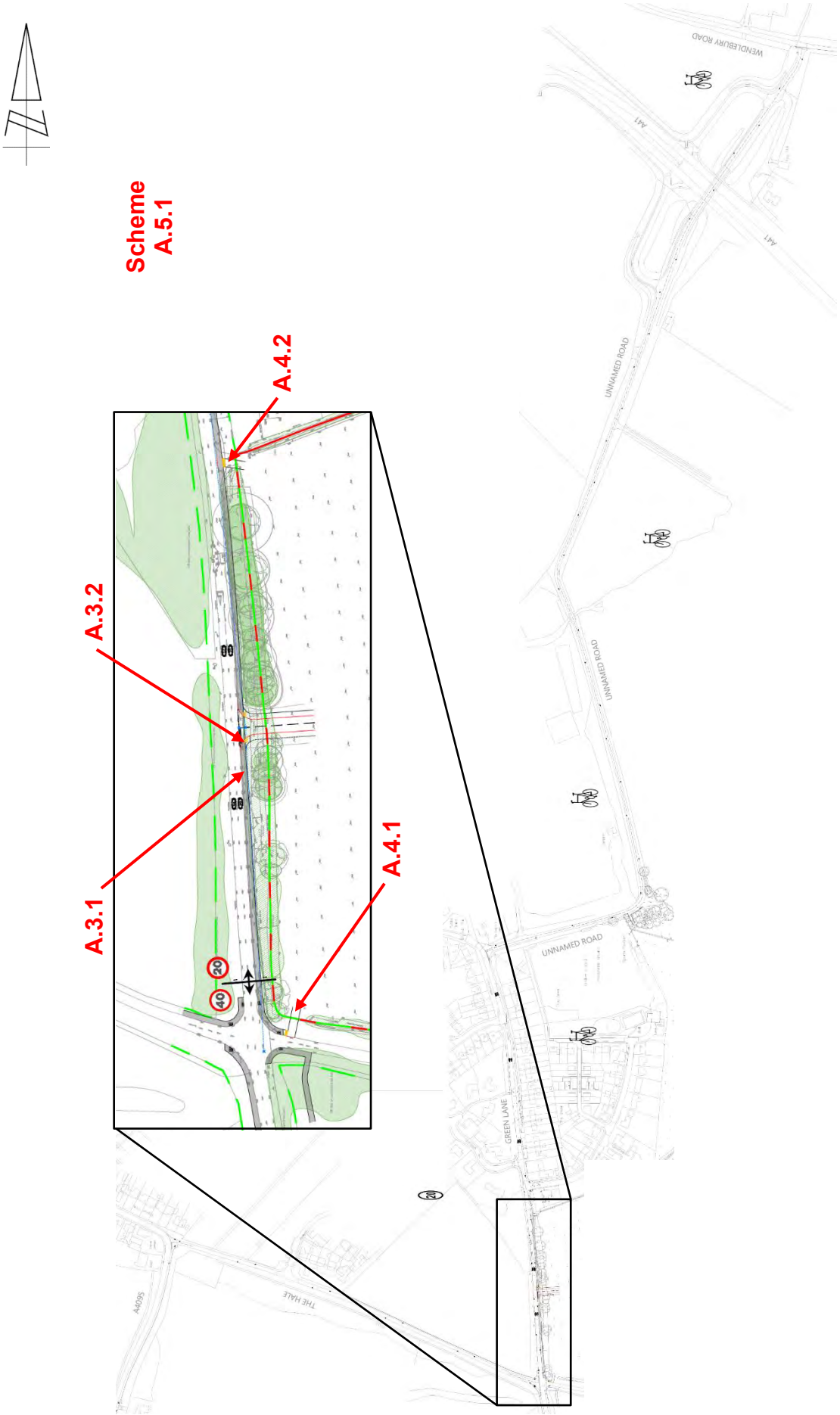
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	R	Title
Stage 1	Email dated 21st Apr. '22		Stage 1 Road Safety Audit Brief
	ITB14377-004	-	Transport Assessment
	Dwg No.	R	Title
	ITB14377-GA-001	E	Potential Access Arrangement
	ITB14377-GA-003	A	Potential Cycle Improvements to the Unnamed Road from Green Lane to Wendlebury Road
	ITB14377-GA-004	A	Potential Cycle Improvements to The Hale & Green Lane
	ITB14377-GA-010		Swept Path Analysis – Refuse Collection Vehicle
	ITB14377-GA-011		Swept Path Analysis – Estate Car

Appendix A2

Item Location Plan


Scheme
A.5.1
A.4.2
A.3.2
A.3.1
A.4.1
WENDLEBURY ROAD
UNNAMED ROAD
UNNAMED ROAD
UNNAMED ROAD
GREEN LANE
THE HALE
A4095
A41
A41
20
40

Appendix A3

Drawings associated with the Design Organisation Response

Audit Stage	Drawing No.	Rev	Title
Stage 1	ITB14377-GA-001	F	Potential Access Arrangement
	ITB14377-GA-003	B	Potential Cycle Improvements to the Unnamed Road from Green Lane to Wendlebury Road
	ITB14377-GA-004	B	Potential Cycle Improvements to The Hale & Green Lane
	ITB14377-GA-005	A	Potential Pedestrian / Cycle Access Arrangement
	ITB14377-GA-006	A	Potential Pedestrian / Cycle Access Arrangement
	ITB14377-GA-007	A	Proposed Access Strategy
	ITB14377-GA-010	A	Swept Path Analysis – Refuse Collection Vehicle


fenley

APPENDIX K. National Travel Survey Data

Department for Transport statistics
National Travel Survey

Table NTS0409a
Average number of trips (trip rates) by purpose and main mode: England, from 2002

Select year	2019

Trips per person per year

Purpose	Walk[1,4]	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport[2]	Bus in London	Other local bus	Non-local bus	London Underground	Surface rail	Taxi / minicab	Other public transport[3]	All modes	All modes (%)
Commuting	17	5	75	10	1	1	5	6	-	7	10	1	1	140	15%
Business	2	-	18	2	-	-	1	-	-	1	2	-	-	28	3%
Education / escort education	52	2	27	29	0	2	3	7	-	1	1	1	-	125	13%
Shopping	46	2	83	34	-	1	3	7	0	-	1	1	-	181	19%
Other escort	12	-	45	23	0	-	1	1	0	-	-	-	-	83	9%
Personal business	20	1	38	20	-	1	2	3	-	1	1	1	-	88	9%
Leisure[5]	40	5	93	81	1	2	4	6	-	2	6	6	1	247	26%
Other including just walk	61	0	-	-	-	0	0	-	0	0	0	0	0	61	6%
All purposes	250	16	380	200	2	7	18	32	-	12	21	11	3	953	100%
Unweighted sample size: trips ('000s)	66	4	101	53	1	2	4	8	-	2	5	3	1	250	

1 There is an apparent under-recording of short walks in 2002 and 2003 and short trips in 2007 and 2008 compared to other years.
2 Mostly private hire bus (including school buses).
3 Air, ferries and light rail.
4 Walk includes all travel on foot. It is also used when respondents ride in non-motorised wheelchairs, prams or pushchairs, as well as when they ride on toy bicycles, roller-skates, skateboards, non-motorised scooters, or when they jog. For example, children who accompany their parents on a visit to the shops on toy bicycles/tricycles (where the parents are walking) are coded as having walked there
5 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip
The figures in this table are National Statistics

national.travelsurvey@dft.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 5 August 2020
Next update: Summer 2021

Department for Transport statistics
National Travel Survey

Table NTS0308a
Average number of trips by trip length and main mode: England, from 2002

Select Mode:	All modes

Trips per person per year

Year	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size (trips '000s)
2002	248	204	290	164	115	32	14	7	1,074	279
2003	244	195	289	163	117	31	14	8	1,060	318
2004	247	195	284	162	113	31	13	7	1,054	314
2005	250	197	286	170	114	31	14	8	1,070	324
2006	251	195	289	166	114	32	14	7	1,067	317
2007	209	180	272	164	122	32	12	8	998	303
2008	214	188	276	168	120	30	12	7	1,014	295
2009	221	179	275	162	112	29	12	7	997	312
2010	212	175	276	158	111	31	12	6	982	292
2011	212	180	263	154	113	31	13	7	972	273
2012	210	175	263	162	113	30	12	7	971	291
2013	190	177	268	149	111	28	12	7	943	274
2014	196	177	256	156	109	28	12	6	942	280
2015	192	174	254	152	112	30	12	7	934	259
2016	224	171	254	148	109	30	12	6	954	276
2017	236	179	248	150	113	30	12	7	975	256
2018	250	176	249	152	113	29	12	7	986	256
2019	231	177	242	144	109	29	12	7	953	250

Select Year:	2019

Trips per person per year

Main mode	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size (trips '000s)
Private:										
Walk[1]	185	55	10	-	-	0	0	0	250	66
Bicycle	2	5	6	2	1	-	0	0	16	4
Car / van driver	26	66	125	78	62	16	5	3	380	101
Car / van passenger	15	39	66	39	28	7	4	2	200	53
Motorcycle	-	-	1	1	-	-	-	0	2	1
Other private transport[2]	1	1	2	1	1	1	-	-	7	2
Public:										
Bus in London	1	4	8	4	1	0	0	0	18	4
Other local bus	1	4	16	7	3	-	-	0	32	8
Non-local bus	0	-	0	-	-	-	-	-	-	-
London Underground	-	-	2	6	4	-	0	0	12	2
Surface Rail	0	-	2	4	8	4	2	1	21	5
Taxi / minicab	-	2	5	2	1	-	-	-	11	3
Other public transport[3]	-	-	1	1	1	-	-	-	3	1
All modes	231	177	242	144	109	29	12	7	953	250

Cumulative percentage

Main mode	Under 1 mile	Under 2 miles	Under 5 miles	Under 10 miles	Under 25 miles	Under 50 miles	Under 100 miles	All lengths
Private:								
Walk[1]	*74*	*96*	*100*	*100*	*100*	*100*	*100*	*100*
Bicycle	*15*	*46*	*82*	*94*	*99*	*100*	*100*	*100*
Car / van driver	*7*	*24*	*57*	*77*	*94*	*98*	*99*	*100*
Car / van passenger	*8*	*27*	*60*	*79*	*93*	*97*	*99*	*100*
Motorcycle	*2*	*11*	*37*	*73*	*96*	*99*	*100*	*100*
Other private transport[2]	*10*	*22*	*51*	*69*	*85*	*93*	*96*	*100*
Public:								
Bus in London	*4*	*28*	*74*	*97*	*100*	*100*	*100*	*100*
Other local bus	*3*	*17*	*66*	*88*	*99*	*100*	*100*	*100*
Non-local bus	*0*	*1*	*1*	*4*	*11*	*45*	*71*	*100*
London Underground	*0*	*3*	*21*	*68*	*99*	*100*	*100*	*100*
Surface Rail	*0*	*1*	*8*	*26*	*64*	*83*	*93*	*100*
Taxi / minicab	*4*	*24*	*72*	*89*	*98*	*99*	*100*	*100*
Other public transport[3]	*4*	*11*	*38*	*75*	*97*	*97*	*97*	*100*
All modes	*24*	*43*	*68*	*84*	*95*	*98*	*99*	*100*

Percentage

Main mode	Under 1 mile	2 miles	5 miles	10 miles	25 miles	50 miles	100 miles	length s
Private:								
Walk[1]	*80%*	*31%*	*4%*	*0%*	*0%*	*0%*	*0%*	*26%*
Bicycle	*1%*	*3%*	*3%*	*1%*	*0%*	*0%*	*0%*	*2%*
Car / van driver	*11%*	*37%*	*54%*	*34%*	*27%*	*7%*	*2%*	*40%*
Car / van passenger	*7%*	*22%*	*28%*	*17%*	*12%*	*3%*	*2%*	*21%*
Motorcycle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Other private transport[2]	*0%*	*0%*	*1%*	*1%*	*0%*	*0%*	*0%*	*1%*
Public:	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Bus in London	*0%*	*3%*	*4%*	*2%*	*0%*	*0%*	*0%*	*2%*
Other local bus	*0%*	*3%*	*7%*	*3%*	*1%*	*0%*	*0%*	*3%*
Non-local bus	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
London Underground	*0%*	*0%*	*1%*	*2%*	*2%*	*0%*	*0%*	*1%*
Surface Rail	*0%*	*0%*	*1%*	*2%*	*3%*	*2%*	*1%*	*2%*
Taxi / minicab	*0%*	*1%*	*2%*	*1%*	*0%*	*0%*	*0%*	*1%*
Other public transport[3]	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
All modes	*100%*	*100%*	*105%*	*63%*	*47%*	*13%*	*5%*	*100%*

1 Walk includes all travel on foot. It is also used when respondents ride in non-motorised wheelchairs, prams or pushchairs, as well as when they ride on toy bicycles, roller-skates, skateboards, non-motorised scooters, or when they jog. For example, children who accompany their parents on a visit to the shops on toy bicycles/tricycles (where the parents are walking) are coded as having walked there.
2 Mostly private hire bus (including school buses).
3 Air, ferries and light rail.

The figures in this table are National Statistics
The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.
Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards)
The survey results are subject to sampling error.

national.travelsurvey@dft.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 5 August 2020
Next update: Summer 2021

APPENDIX L. TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	3 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 79 to 248 (units:)
Range Selected by User: 75 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	5 days
Directional ATC Count	3 days

Selected Locations:

Edge of Town	8

Selected Location Sub Categories:

Residential Zone	7
Out of Town	1

Secondary Filtering selection:

Use Class:

C3	8 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	4 days
125,001 to 250,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	7 days

Travel Plan:

Yes	6 days
No	2 days

PTAL Rating:

No PTAL Present	8 days

LIST OF SITES relevant to selection parameters

1 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

2 NF-03-A-13 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 198
Survey date: TUESDAY 11/09/18 Survey Type: DIRECTIONAL ATC COUNT

3 NF-03-A-15 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 235
Survey date: THURSDAY 20/09/18 Survey Type: DIRECTIONAL ATC COUNT

4 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY 20/10/15 Survey Type: DIRECTIONAL ATC COUNT

5 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

6 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

7 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY 05/07/18 Survey Type: MANUAL

8 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-08	Site not representative - consists largely of holiday homes
WS-03-A-12	Survey undertaken during COVID restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	168	0.147	8	168	0.337	8	168	0.484
08:00 - 09:00	8	168	0.155	8	168	0.381	8	168	0.536
09:00 - 10:00	8	168	0.162	8	168	0.177	8	168	0.339
10:00 - 11:00	8	168	0.151	8	168	0.174	8	168	0.325
11:00 - 12:00	8	168	0.143	8	168	0.149	8	168	0.292
12:00 - 13:00	8	168	0.178	8	168	0.171	8	168	0.349
13:00 - 14:00	8	168	0.170	8	168	0.168	8	168	0.338
14:00 - 15:00	8	168	0.158	8	168	0.231	8	168	0.389
15:00 - 16:00	8	168	0.256	8	168	0.220	8	168	0.476
16:00 - 17:00	8	168	0.291	8	168	0.195	8	168	0.486
17:00 - 18:00	8	168	0.332	8	168	0.159	8	168	0.491
18:00 - 19:00	8	168	0.299	8	168	0.180	8	168	0.479
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.442			2.542			4.984

Parameter summary

Trip rate parameter range selected:	79 - 248 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

APPENDIX M. Distribution and Assignment Model

Journey to Work Distribution Model (Departures)

Destination	Total		Proportion per route	By Route Proportion by car	Route 1 (Site Access)	Route 2	Route 3	Route 4	Route 5	Route 6
	Proportion by car	Driving a car or van								
Oxford	84.8%	30.6%	50%	15.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	15.3%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Chesterton / Wendlebury / Weston on the Green / Otmoor / Islip / Arncott	65.5%	8.7%	10%	0.9%	Green Lane East	Alchester Road	-	-	-	-
			10%	0.9%	Green Lane East	Unnamed Road South	Wendlebury Road West	Wendlebury Road West	-	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	-	-	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	Wheatley Road
			50%	4.4%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Yarnton / Oxford Airport	54.3%	5.6%	33%	1.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			33%	1.9%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A44 Woodstock Road North
			33%	1.9%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road
London	71.2%	4.3%	100%	4.3%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
Bicester (north)	93.1%	5.5%	100%	5.5%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Bicester (South)	85.1%	4.7%	0%	0.0%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Road East	Kings End
			50%	2.3%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Road East	Kings End
			50%	2.3%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	Oxford Road	Kings End
Banbury	76.7%	3.4%	50%	1.7%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 North	-
			50%	1.7%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Ambrosen / Caversfield / Fringford / Finmere	81.4%	3.4%	50%	1.7%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
			50%	1.7%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Other North	88.2%	2.8%	100%	2.8%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Other South West	91.0%	2.6%	50%	1.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	1.3%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Aylesbury	95.8%	2.6%	100%	2.6%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Kidlington	87.3%	2.3%	33%	0.8%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	Bicester Road
			33%	0.8%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			33%	0.8%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road
Other South East	88.9%	2.4%	100%	2.4%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
High Wycombe	80.4%	1.5%	100%	1.5%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
Abingdon	91.8%	1.7%	50%	0.8%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	0.8%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Heyford / Deddington	83.0%	1.4%	50%	0.7%	Green Lane West	Akeman Street	Port Way	B4030 West	-	-
			50%	0.7%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	B4030 West	-
Woodstock	80.0%	1.3%	100%	1.3%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
West Oxford	95.6%	1.6%	50%	0.8%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	0.8%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Witney	83.3%	1.3%	100%	1.3%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
Other West	81.0%	1.3%	100%	1.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
Wantage	84.2%	1.2%	50%	0.6%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	0.6%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Other South	97.3%	2.5%	50%	1.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	1.3%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Long Hanborough	81.3%	1.0%	100%	1.0%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
Other North West	90.0%	1.0%	100%	1.0%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Wheatley	89.7%	1.0%	100%	1.0%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
Westcott / Underwood	85.7%	0.9%	100%	0.9%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Brackley	100.0%	1.0%	100%	1.0%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Other North	75.0%	0.8%	100%	0.8%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
East Oxford	88.9%	0.9%	100%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	Wheatley Road
Milton Keynes	95.5%	0.8%	100%	0.8%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Total	-	**100%**	-	100.0%	-	-	-	-	-	-

Journey To Work Distribution (Departures) - Route Summary

Route 1 (Site Access)	Proportion of Cars	44%
Green Lane East	47.2%	20.8%
Green Lane West	52.8%	23.2%
Total	100.0%	44.0%

Route 2	Proportion of Cars	44%
Green Lane West	27.5%	12.1%
Unnamed Road South	46.4%	20.4%
Alchester Road	0.9%	0.4%
Akeman Street	7.0%	3.1%
Unnamed Road North	18.3%	8.1%
Little Chesterton Road	0.0%	0.0%
-	0.0%	0.0%
Total	100.0%	44.0%

Route 3	Proportion of Cars	44%
A34 South West	0.0%	0.0%
Wendlebury Road South	22.7%	10.0%
Wendlebury Road West	0.9%	0.4%
B430 Northampton Road South	27.5%	12.1%
Wendlebury Road North	22.7%	10.0%
A4095 Heyford Road	6.2%	2.7%
A4095 North	12.1%	5.3%
A4095 West	6.3%	2.8%
Port Way	0.7%	0.3%
Little Chesterton Road	0.0%	0.0%
-	0.9%	0.4%
Total	100.0%	44.0%

Route 4	Proportion of Cars	44%
A34 South West	26.6%	11.7%
A41 South West	22.7%	10.0%
Wendlebury Road West	0.9%	0.4%
A41 North Oxford Road	22.7%	10.0%
A4095 Oxford Road	6.2%	2.7%
Vendee Drive North	12.1%	5.3%
B340 Oxford Road North	6.3%	2.8%
B4030 West	0.7%	0.3%
Alchester Road	0.0%	0.0%
-	1.7%	0.8%
Total	**100.0%**	**44.0%**

Route 5	Proportion of Cars	44%
A34 South West	46.0%	20.2%
Blechington Road	2.6%	1.2%
A41 South East	9.5%	4.2%
A4095 Bunkers Hill	6.2%	2.7%
M40 South East	9.2%	4.0%
A4095 Howes Lane	9.0%	4.0%
Middleston Stoney Road East	2.3%	1.0%
Oxford Road	2.3%	1.0%
M40 North	1.7%	0.8%
B340 Ardley Road North	6.3%	2.8%
A34 South West	0.8%	0.3%
B4030 West	0.7%	0.3%
Bicester Road	0.0%	0.0%
-	3.3%	1.5%
Total	**100.0%**	**44.0%**

Route 6	Proportion of Cars	44%
A34 South West	44.1%	19.4%
Wheatley Road	1.8%	0.8%
A41 South East	9.5%	4.2%
A44 Woodstock Road North	1.9%	0.8%
A4260 Banbury Road	2.6%	1.2%
A4095	9.0%	4.0%
Kings End	4.7%	2.1%
M40 North	6.3%	2.8%
Bicester Road	0.8%	0.3%
B4095 Upper Camsfield Road	3.6%	1.6%
-	15.8%	7.0%
Total	100.0%	44.0%

Journey to Work Distribution Model (Arrivals)

Destination	Total		Proportion per route	By Route Proportion by car	Route 1 (Site Access)	Route 2	Route 3	Route 4	Route 5	Route 6
	Proportion by car	Driving a car or van								
Oxford	84.8%	30.6%	25%	7.7%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			25%	7.7%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			50%	15.3%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Chesterton / Wendlebury / Weston on the Green / Otmoor / Islip / Arncott	65.5%	8.7%	10%	0.9%	Green Lane East	Alchester Road	-	-	-	-
			10%	0.9%	Green Lane East	Unnamed Road South	Wendlebury Road West	Wendlebury Road West	-	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	-	-	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	-
			10%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	Wheatley Road
			50%	4.4%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Yarnton / Oxford Airport	54.3%	5.6%	17%	0.9%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			17%	0.9%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A44 Woodstock Road North
			17%	0.9%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road
			50%	2.8%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
London	71.2%	4.3%	100%	4.3%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
Bicester (north)	93.1%	5.5%	100%	5.5%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Bicester (South)	85.1%	4.7%	0%	0.0%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Road East	Kings End
			50%	2.3%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Road East	Kings End
Banbury	76.7%	3.4%	50%	2.3%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	Oxford Road	Kings End
			50%	1.7%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 North	-
			50%	1.7%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Ambrosen / Caversfield / Fringford / Finmere	81.4%	3.4%	50%	1.7%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
			50%	1.7%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Other North	88.2%	2.8%	100%	2.8%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Other South West	91.0%	2.6%	50%	1.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	1.3%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Aylesbury	95.8%	2.6%	100%	2.6%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Kidlington	87.3%	2.3%	17%	0.4%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	Bicester Road
			17%	0.4%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			17%	0.4%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road
			50%	1.1%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Other South East	88.9%	2.4%	100%	2.4%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
High Wycombe	80.4%	1.5%	100%	1.5%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
Abingdon	91.8%	1.7%	50%	0.8%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	0.8%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
Heyford / Deddington	83.0%	1.4%	50%	0.7%	Green Lane West	Akeman Street	Port Way	B4030 West	-	-
			50%	0.7%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	B4030 West	-
Woodstock	80.0%	1.3%	100%	1.3%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
West Oxford	95.6%	1.6%	25%	0.4%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			25%	0.4%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			50%	0.8%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Witney	83.3%	1.3%	100%	1.3%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
Other West	81.0%	1.3%	50%	0.6%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			50%	0.6%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Wantage	84.2%	1.2%	25%	0.3%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			25%	0.3%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			50%	0.6%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Other South	97.3%	2.5%	25%	0.6%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	A34 South West
			25%	0.6%	Green Lane East	Unnamed Road South	Wendlebury Road South	A41 South West	A34 South West	A34 South West
			50%	1.3%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Long Hanborough	81.3%	1.0%	100%	1.0%	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	B4095 Upper Camsfield Road
Other North West	90.0%	1.0%	100%	1.0%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
Wheatley	89.7%	1.0%	25%	0.2%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	M40 South East	-
			75%	0.7%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Westcott / Underwood	85.7%	0.9%	100%	0.9%	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	A41 South East	A41 South East
Brackley	100.0%	1.0%	100%	1.0%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Other North	75.0%	0.8%	100%	0.8%	Green Lane West	Unnamed Road North	A4095 West	B340 Oxford Road North	B340 Ardley Road North	M40 North
East Oxford	88.9%	0.9%	50%	0.4%	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	Blechington Road	Wheatley Road
			50%	0.4%	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West
Milton Keynes	95.5%	0.8%	100%	0.8%	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095
Total	-	**100%**	-	100.0%	-	-	-	-	-	-

Journey To Work Distribution (Arrivals) - Route Summary

Route 1 (Site Access)	Proportion of Cars	44%
Green Lane East	36.2%	15.9%
Green Lane West	63.8%	28.1%
Total	100.0%	44.0%

Route 2	Proportion of Cars	44%
Green Lane West	16.1%	7.1%
Unnamed Road South	35.3%	15.5%
Alchester Road	0.9%	0.4%
Akeman Street	5.6%	2.5%
Unnamed Road North	18.3%	8.1%
Little Chesterton Road	23.7%	10.4%
-	0.0%	0.0%
Total	100.0%	44.0%

Route 3	Proportion of Cars	44%
A34 South West	0.0%	0.0%
Wendlebury Road South	12.4%	5.5%
Wendlebury Road West	0.9%	0.4%
B430 Northampton Road South	16.1%	7.1%
Wendlebury Road North	22.0%	9.7%
A4095 Heyford Road	4.9%	2.2%
A4095 North	12.1%	5.3%
A4095 West	6.3%	2.8%
Port Way	0.7%	0.3%
Little Chesterton Road	23.7%	10.4%
-	0.9%	0.4%
Total	100.0%	44.0%

Route 4	Proportion of Cars	44%
A34 South West	15.3%	6.7%
A41 South West	36.2%	15.9%
Wendlebury Road West	0.9%	0.4%
A41 North Oxford Road	22.0%	9.7%
A4095 Oxford Road	4.9%	2.2%
Vendee Drive North	12.1%	5.3%
B340 Oxford Road North	6.3%	2.8%
B4030 West	0.7%	0.3%
Alchester Road	0.0%	0.0%
-	1.7%	0.8%
Total	**100.0%**	**44.0%**

Route 5	Proportion of Cars	44%
A34 South West	48.8%	21.5%
Blechington Road	2.2%	1.0%
A41 South East	9.5%	4.2%
A4095 Bunkers Hill	4.9%	2.2%
M40 South East	8.5%	3.7%
A4095 Howes Lane	9.0%	4.0%
Middleston Stoney Road East	2.3%	1.0%
Oxford Road	2.3%	1.0%
M40 North	1.7%	0.8%
B340 Ardley Road North	6.3%	2.8%
A34 South West	0.4%	0.2%
B4030 West	0.7%	0.3%
Bicester Road	0.0%	0.0%
-	3.3%	1.5%
Total	**100.0%**	**44.0%**

Route 6	Proportion of Cars	44%
A34 South West	47.9%	21.1%
Wheatley Road	1.3%	0.6%
A41 South East	9.5%	4.2%
A44 Woodstock Road North	0.9%	0.4%
A4260 Banbury Road	1.3%	0.6%
A4095	9.0%	4.0%
Kings End	4.7%	2.1%
M40 North	6.3%	2.8%
Bicester Road	0.4%	0.2%
B4095 Upper Camsfield Road	3.6%	1.6%
-	15.1%	6.6%
Total	100.0%	44.0%

Gravity Model (Departures)

Broad Destination	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Time (mins)	Average Time	2011 Census Total Population	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	% By Route	% of Car Driver
Chesterton	Green Lane East	Alchester Road	-	-	-	-	3	3	850	283	94	15%	8.72%	1.29%	26.79%	50%	13.40%
	Green Lane West	Unnamed Road North	A4095 North	Alchester Road	-	-										50%	13.40%
Kidlington	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	Bicester Road	18	18.33333	15,046	821	45	7%	2.30%	0.16%	3.35%	33%	1.12%
	Green Lane East	Unnamed Road South	Wendlebury Road West	A34 South West	Bicester Road	-	19									33%	1.12%
	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road	18									33%	1.12%
Bicester	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Ro	Kings End	9	8.5	32,642	3,840	452	71%	4.67%	3.31%	68.72%	50%	34.36%
	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	Oxford Road	Kings End	8									50%	34.36%
Buckingham	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095	25	25	12,890	516	21	3%	0.33%	0.01%	0.22%	100%	0.22%
Brackley	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095	22	22	13,018	592	27	4%	1.04%	0.04%	0.91%	100%	0.91%
Total									74,446	6,052	639	100%	17%	4.8%	100.0%	-	100.0%

Gravity Model Distribution (Departures) - Route Summary

Route 1 (Site Access)	Proportion of Cars	56%
Green Lane East	48.9%	27.4%
Green Lane West	51.1%	28.6%
Total	100.0%	56.0%

Route 2	Proportion of Cars	56%
Green Lane West	1.1%	0.6%
Unnamed Road South	35.5%	19.9%
Alchester Road	13.4%	7.5%
Akeman Street	1.1%	0.6%
Unnamed Road North	48.9%	27.4%
Little Chesterton Road	0.0%	0.0%
-	0.0%	0.0%
Total	100.0%	56.0%

Route 3	Proportion of Cars	56%
A34 South West	0.0%	0.0%
Wendlebury Road South	0.0%	0.0%
Wendlebury Road West	1.1%	0.6%
B430 Northampton Road South	1.1%	0.6%
Wendlebury Road North	34.4%	19.2%
A4095 Heyford Road	1.1%	0.6%
A4095 North	48.9%	27.4%
A4095 West	0.0%	0.0%
Port Way	0.0%	0.0%
Little Chesterton Road	0.0%	0.0%
-	13.4%	7.5%
Total	100.0%	56.0%

Route 4	Proportion of Cars	56%
A34 South West	2.2%	1.3%
A41 South West	0.0%	0.0%
Wendlebury Road West	0.0%	0.0%
A41 North Oxford Road	34.4%	19.2%
A4095 Oxford Road	1.1%	0.6%
Vendee Drive North	35.5%	19.9%
B340 Oxford Road North	0.0%	0.0%
B4030 West	0.0%	0.0%
Alchester Road	13.4%	7.5%
-	13.4%	7.5%
Total	**100.0%**	**56.0%**

Route 5	Proportion of Cars	44%
A34 South West	0.0%	0.0%
Blechington Road	0.0%	0.0%
A41 South East	0.0%	0.0%
A4095 Bunkers Hill	1.1%	0.6%
M40 South East	0.0%	0.0%
A4095 Howes Lane	1.1%	0.6%
Middleston Stoney Road East	34.4%	19.2%
Oxford Road	34.4%	19.2%
M40 North	0.0%	0.0%
B340 Ardley Road North	0.0%	0.0%
A34 South West	1.1%	0.6%
B4030 West	0.0%	0.0%
Bicester Road	1.1%	0.6%
-	26.8%	15.0%
Total	**100.0%**	**56.0%**

Route 6	Proportion of Cars	56%
A34 South West	0.0%	0.0%
Wheatley Road	0.0%	0.0%
A41 South East	0.0%	0.0%
A44 Woodstock Road North	0.0%	0.0%
A4260 Banbury Road	1.1%	0.6%
A4095	1.1%	0.6%
Kings End	68.7%	38.5%
M40 North	0.0%	0.0%
Bicester Road	1.1%	0.6%
B4095 Upper Camsfield Road	0.0%	0.0%
-	27.9%	15.6%
Total	100.0%	56.0%

Gravity Model (Arrivals)

Broad Destination	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Time (mins)	Average Time	2011 Census Total Population	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	% By Route	% of Car Driver
Chesterton	Green Lane East	Alchester Road	-	-	-	-	3	3	850	283	94	15%	8.72%	1.29%	26.79%	50%	13.39%
	Green Lane West	Unnamed Road North	A4095 North	Alchester Road	-	-										50%	13.39%
Kidlington	Green Lane West	Green Lane West	B430 Northampton Road So	A34 South West	A34 South West	Bicester Road	18	18.25	15,046	824	45	7%	2.30%	0.16%	3.38%	17%	0.56%
	Green Lane East	Unnamed Road South	Wendlebury Road West	A34 South West	Bicester Road	-	19									17%	0.56%
	Green Lane West	Akeman Street	A4095 Heyford Road	A4095 Oxford Road	A4095 Bunkers Hill	A4260 Banbury Road	18									17%	0.56%
	Green Lane West	Little Chesterton Road	Little Chesterton Road	A41 South West	A34 South West	A34 South West	18									50%	1.69%
Bicester	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	Middleston Stoney Ro	Kings End	9	8.5	32,642	3,840	452	71%	4.67%	3.30%	68.70%	50%	34.35%
	Green Lane East	Unnamed Road South	Wendlebury Road North	A41 North Oxford Road	Oxford Road	Kings End	8									50%	34.35%
Buckingham	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095	25	25	12,890	516	21	3%	0.33%	0.01%	0.22%	100%	0.22%
Brackley	Green Lane West	Unnamed Road North	A4095 North	Vendee Drive North	A4095 Howes Lane	A4095	22	22	13,018	592	27	4%	1.04%	0.04%	0.91%	100%	0.91%
Total									74,446	6,055	639	100%	17%	4.8%	100.0%	-	100.0%

Gravity Model Distribution (Arrivals) - Route Summary

Route 1 (Site Access)	Proportion of Cars	56%
Green Lane East	48.3%	27.1%
Green Lane West	51.7%	28.9%
Total	100.0%	56.0%

Route 2	Proportion of Cars	56%
Green Lane West	0.6%	0.3%
Unnamed Road South	34.9%	19.6%
Alchester Road	13.4%	7.5%
Akeman Street	0.6%	0.3%
Unnamed Road North	48.9%	27.4%
Little Chesterton Road	1.7%	0.9%
-	0.0%	0.0%
Total	100.0%	56.0%

Route 3	Proportion of Cars	56%
A34 South West	0.0%	0.0%
Wendlebury Road South	0.0%	0.0%
Wendlebury Road West	0.6%	0.3%
B430 Northampton Road South	0.6%	0.3%
Wendlebury Road North	34.4%	19.2%
A4095 Heyford Road	0.6%	0.3%
A4095 North	48.9%	27.4%
A4095 West	0.0%	0.0%
Port Way	0.0%	0.0%
Little Chesterton Road	1.7%	0.9%
-	13.4%	7.5%
Total	100.0%	56.0%

Route 4	Proportion of Cars	56%
A34 South West	1.1%	0.6%
A41 South West	1.7%	0.9%
Wendlebury Road West	0.0%	0.0%
A41 North Oxford Road	34.4%	19.2%
A4095 Oxford Road	0.6%	0.3%
Vendee Drive North	35.5%	19.9%
B340 Oxford Road North	0.0%	0.0%
B4030 West	0.0%	0.0%
Alchester Road	13.4%	7.5%
-	13.4%	7.5%
Total	**100.0%**	**56.0%**

Route 5	Proportion of Cars	44%
A34 South West	1.7%	0.9%
Blechington Road	0.0%	0.0%
A41 South East	0.0%	0.0%
A4095 Bunkers Hill	0.6%	0.3%
M40 South East	0.0%	0.0%
A4095 Howes Lane	1.1%	0.6%
Middleston Stoney Road East	34.4%	19.2%
Oxford Road	34.4%	19.2%
M40 North	0.0%	0.0%
B340 Ardley Road North	0.0%	0.0%
A34 South West	0.6%	0.3%
B4030 West	0.0%	0.0%
Bicester Road	0.6%	0.3%
-	26.8%	15.0%
Total	**100.0%**	**56.0%**

Route 6	Proportion of Cars	56%
A34 South West	1.7%	0.9%
Wheatley Road	0.0%	0.0%
A41 South East	0.0%	0.0%
A44 Woodstock Road North	0.0%	0.0%
A4260 Banbury Road	0.6%	0.3%
A4095	1.1%	0.6%
Kings End	68.7%	38.5%
M40 North	0.0%	0.0%
Bicester Road	0.6%	0.3%
B4095 Upper Camsfield Road	0.0%	0.0%
-	27.3%	15.3%
Total	100.0%	56.0%

Combined Route (departures) Summary

Route 1 (Site Access)	44%	56%	100%
Green Lane East	20.8%	27.4%	48.1%
Green Lane West	23.2%	28.6%	51.9%
Total	44.0%	56.0%	100.0%

Route 2	44%	56%	100%
Green Lane West	12.1%	0.6%	12.7%
Unnamed Road South	20.4%	19.9%	40.3%
Alchester Road	0.4%	7.5%	7.9%
Akeman Street	3.1%	0.6%	3.7%
Unnamed Road North	8.1%	27.4%	35.4%
Little Chesterton Road	0.0%	0.0%	0.0%
-	0.0%	0.0%	0.0%
Total	44.0%	56.0%	100.0%

Route 3	44%	56%	100%
A34 South West	0.0%	0.0%	0.0%
Wendlebury Road South	10.0%	0.0%	10.0%
Wendlebury Road West	0.4%	0.6%	1.0%
B430 Northampton Road South	12.1%	0.6%	12.7%
Wendlebury Road North	10.0%	19.2%	29.3%
A4095 Heyford Road	2.7%	0.6%	3.4%
A4095 North	5.3%	27.4%	32.7%
A4095 West	2.8%	0.0%	2.8%
Port Way	0.3%	0.0%	0.3%
Little Chesterton Road	0.0%	0.0%	0.0%
-	0.4%	7.5%	7.9%
Total	44.0%	56.0%	100.0%

Route 4	44%	56%	100%
A34 South West	11.7%	1.3%	13.0%
A41 South West	10.0%	0.0%	10.0%
Wendlebury Road West	0.4%	0.0%	0.4%
A41 North Oxford Road	10.0%	19.2%	29.3%
A4095 Oxford Road	2.7%	0.6%	3.4%
Vendee Drive North	5.3%	19.9%	25.2%
B340 Oxford Road North	2.8%	0.0%	2.8%
B4030 West	0.3%	0.0%	0.3%
Alchester Road	0.0%	7.5%	7.5%
-	0.8%	7.5%	8.3%
Total	**44.0%**	**56.0%**	**100.0%**

Route 5	44%	56%	100%
A34 South West	20.2%	0.0%	20.2%
Blechington Road	1.2%	0.0%	1.2%
A41 South East	4.2%	0.0%	4.2%
A4095 Bunkers Hill	2.7%	0.6%	3.4%
M40 South East	4.0%	0.0%	4.0%
A4095 Howes Lane	4.0%	0.6%	4.6%
Middleston Stoney Road East	1.0%	19.2%	20.3%
Oxford Road	1.0%	19.2%	20.3%
M40 North	0.8%	0.0%	0.8%
B340 Ardley Road North	2.8%	0.0%	2.8%
A34 South West	0.3%	0.6%	1.0%
B4030 West	0.3%	0.0%	0.3%
Bicester Road	0.0%	0.6%	0.6%
-	1.5%	15.0%	16.5%
Total	**44.0%**	**56.0%**	100.0%

Route 6	44%	56%	100%
A34 South West	19.4%	0.0%	19.4%
Wheatley Road	0.8%	0.0%	0.8%
A41 South East	4.2%	0.0%	4.2%
A44 Woodstock Road North	0.8%	0.0%	0.8%
A4260 Banbury Road	1.2%	0.6%	1.8%
A4095	4.0%	0.6%	4.6%
Kings End	2.1%	38.5%	40.5%
M40 North	2.8%	0.0%	2.8%
Bicester Road	0.3%	0.6%	1.0%
B4095 Upper Camsfield Road	1.6%	0.0%	1.6%
-	7.0%	15.6%	22.6%
Total	**44.0%**	**56.0%**	**100.0%**

Combined Route (arrivals) Summary

Route 1 (Site Access)	44%	56%	100%
Green Lane East	15.9%	27.1%	43.0%
Green Lane West	28.1%	28.9%	57.0%
Total	44.0%	56.0%	100.0%

Route 2	44%	56%	100%
Green Lane West	7.1%	0.3%	7.4%
Unnamed Road South	15.5%	19.6%	35.1%
Alchester Road	0.4%	7.5%	7.9%
Akeman Street	2.5%	0.3%	2.8%
Unnamed Road North	8.1%	27.4%	35.4%
Little Chesterton Road	10.4%	0.9%	11.4%
-	0.0%	0.0%	0.0%
Total	44.0%	56.0%	100.0%

Route 3	44%	56%	100%
A34 South West	0.0%	0.0%	0.0%
Wendlebury Road South	5.5%	0.0%	5.5%
Wendlebury Road West	0.4%	0.3%	0.7%
B430 Northampton Road South	7.1%	0.3%	7.4%
Wendlebury Road North	9.7%	19.2%	28.9%
A4095 Heyford Road	2.2%	0.3%	2.5%
A4095 North	5.3%	27.4%	32.7%
A4095 West	2.8%	0.0%	2.8%
Port Way	0.3%	0.0%	0.3%
Little Chesterton Road	10.4%	0.9%	11.4%
-	0.4%	7.5%	7.9%
Total	44.0%	56.0%	100.0%

Route 4	44%	56%	100%
A34 South West	6.7%	0.6%	7.3%
A41 South West	15.9%	0.9%	16.9%
Wendlebury Road West	0.4%	0.0%	0.4%
A41 North Oxford Road	9.7%	19.2%	28.9%
A4095 Oxford Road	2.2%	0.3%	2.5%
Vendee Drive North	5.3%	19.9%	25.2%
B340 Oxford Road North	2.8%	0.0%	2.8%
B4030 West	0.3%	0.0%	0.3%
Alchester Road	0.0%	7.5%	7.5%
-	0.8%	7.5%	8.3%
Total	**44.0%**	**56.0%**	**100.0%**

Route 5	44%	56%	100%
A34 South West	21.5%	0.9%	22.4%
Blechington Road	1.0%	0.0%	1.0%
A41 South East	4.2%	0.0%	4.2%
A4095 Bunkers Hill	2.2%	0.3%	2.5%
M40 South East	3.7%	0.0%	3.7%
A4095 Howes Lane	4.0%	0.6%	4.6%
Middleston Stoney Road East	1.0%	19.2%	20.3%
Oxford Road	1.0%	19.2%	20.3%
M40 North	0.8%	0.0%	0.8%
B340 Ardley Road North	2.8%	0.0%	2.8%
A34 South West	0.2%	0.3%	0.5%
B4030 West	0.3%	0.0%	0.3%
Bicester Road	0.0%	0.3%	0.3%
-	1.5%	15.0%	16.5%
Total	**44.0%**	**56.0%**	100.0%

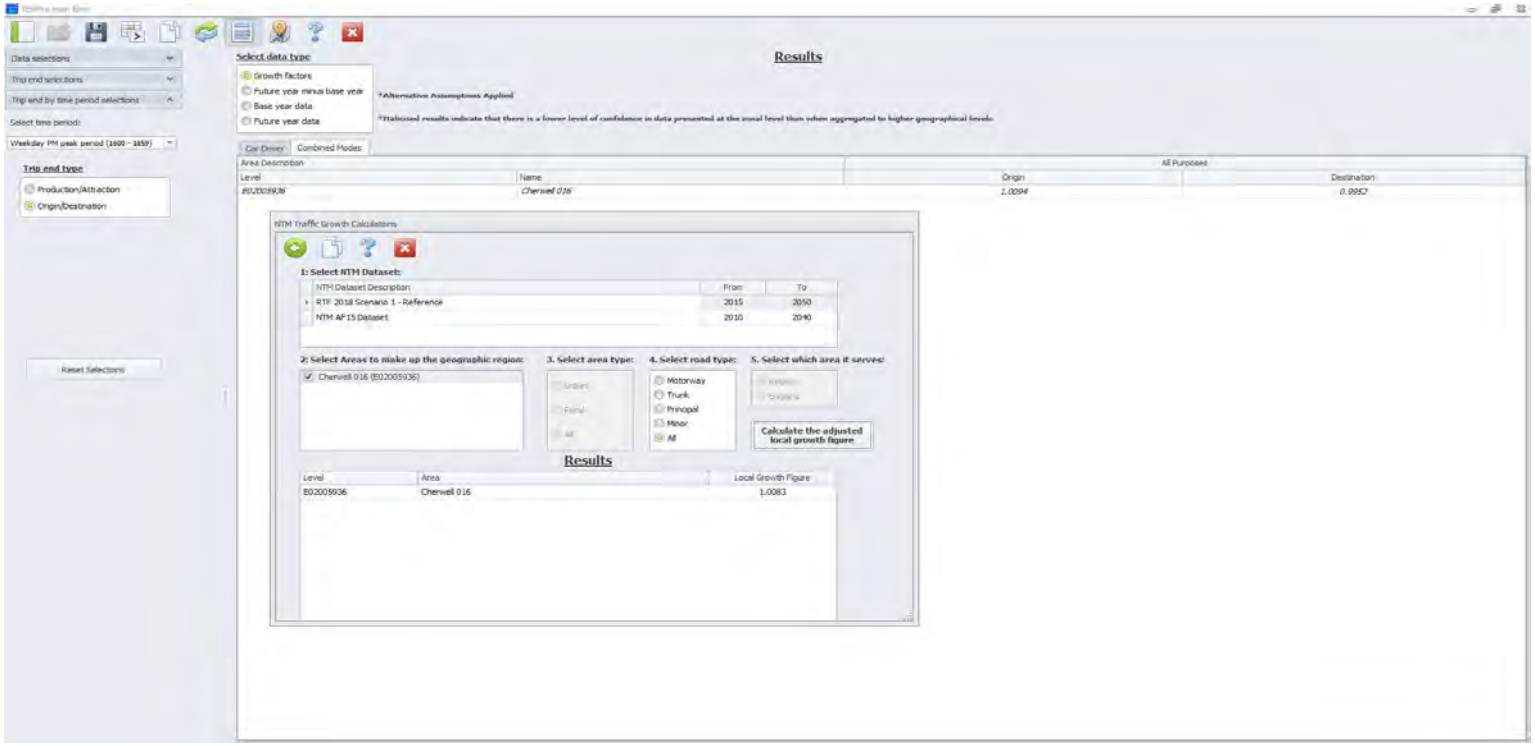
Route 6	44%	56%	100%
A34 South West	21.1%	0.9%	22.0%
Wheatley Road	0.6%	0.0%	0.6%
A41 South East	4.2%	0.0%	4.2%
A44 Woodstock Road North	0.4%	0.0%	0.4%
A4260 Banbury Road	0.6%	0.3%	0.9%
A4095	4.0%	0.6%	4.6%
Kings End	2.1%	38.5%	40.5%
M40 North	2.8%	0.0%	2.8%
Bicester Road	0.2%	0.3%	0.5%
B4095 Upper Camsfield Road	1.6%	0.0%	1.6%
-	6.6%	15.3%	22.0%
Total	**44.0%**	**56.0%**	**100.0%**

APPENDIX N. TEMRPO Alternative Assumptions

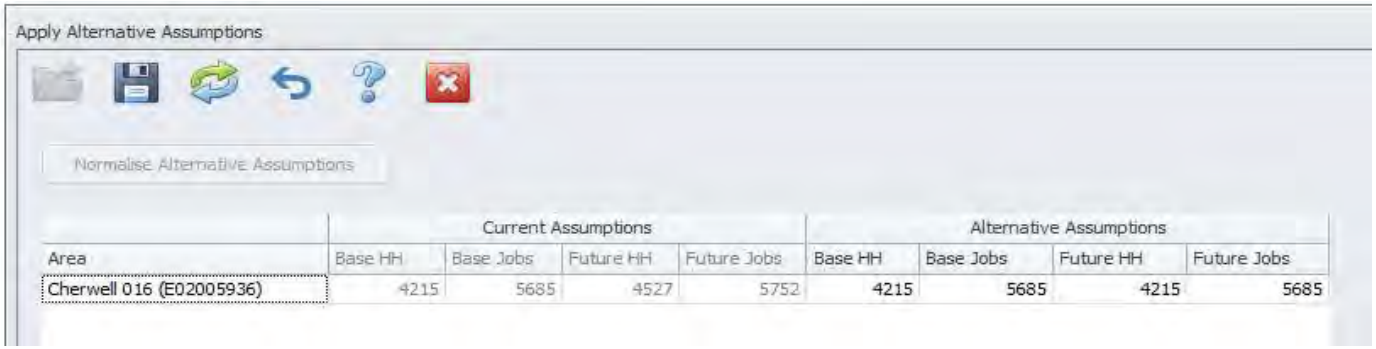
2021 - 2025 Cherwell 016 AM Peak

AM Growth Rate 1.0085

2021 - 2025 Cherwell 016 PM Peak



PM Peak = 1.0083



APPENDIX O. Junctions 10 Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 09:51:29

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025 + CD + D					
Stream B-AC	0.1	7.66	0.12	0.0	7.10	0.05
Stream C-AB	0.0	5.71	0.02	0.1	5.58	0.05

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15
D2	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Green 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	Site Access	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane E		Major
B	Site Access		Minor
C	Green 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 - Green Lane W	5.00			102.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.24	18	15

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	502	0.095	0.241	0.152	0.345
B-C	648	0.104	0.262	-	-
C-B	633	0.256	0.256	-	-

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)
D1	2025 + CD + D	AM	ONE HOUR	07:15	08:45	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 (Veh/hr)	Scaling Factor (%)
A - Green Lane E		✓	106	100.000
B - Site Access		✓	57	100.000
C - Green Lane W		✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	10	96
	B - Site Access	27	0	30
	C - Green Lane W	59	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	0	0
	B - Site Access	0	0	0
	C - Green Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	7.66	0.1	A
C-AB	0.02	5.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	545	0.079	43	0.1	7.167	A
C-AB	11	642	0.016	10	0.0	5.700	A
C-A	44			44			
A-B	8			8			
A-C	72			72			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	540	0.095	51	0.1	7.370	A
C-AB	13	644	0.020	13	0.0	5.703	A
C-A	52			52			
A-B	9			9			
A-C	86			86			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	533	0.118	63	0.1	7.655	A
C-AB	16	646	0.025	16	0.0	5.708	A
C-A	63			63			
A-B	11			11			
A-C	106			106			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	533	0.118	63	0.1	7.658	A
C-AB	16	646	0.025	16	0.0	5.711	A
C-A	63			63			
A-B	11			11			
A-C	106			106			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	540	0.095	51	0.1	7.374	A
C-AB	13	644	0.020	13	0.0	5.706	A
C-A	52			52			
A-B	9			9			
A-C	86			86			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	545	0.079	43	0.1	7.177	A
C-AB	11	642	0.016	11	0.0	5.700	A
C-A	44			44			
A-B	8			8			
A-C	72			72			

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Green 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.47	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	2025 + CD + D	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 (Veh/hr)	Scaling Factor (%)
A - Green Lane E		✓	81	100.000
B - Site Access		✓	23	100.000
C - Green Lane W		✓	132	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	21	60
	B - Site Access	11	0	12
	C - Green Lane W	104	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	0	0
	B - Site Access	0	0	0
	C - Green Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	7.10	0.0	A
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	544	0.032	17	0.0	6.829	A
C-AB	24	669	0.036	24	0.0	5.577	A
C-A	76			76			
A-B	16			16			
A-C	45			45			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	539	0.038	21	0.0	6.941	A
C-AB	29	676	0.043	29	0.1	5.564	A
C-A	89			89			
A-B	19			19			
A-C	54			54			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	532	0.048	25	0.0	7.099	A
C-AB	37	686	0.054	37	0.1	5.546	A
C-A	108			108			
A-B	23			23			
A-C	66			66			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	532	0.048	25	0.0	7.099	A
C-AB	37	686	0.054	37	0.1	5.547	A
C-A	108			108			
A-B	23			23			
A-C	66			66			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	539	0.038	21	0.0	6.942	A
C-AB	29	676	0.043	29	0.1	5.566	A
C-A	89			89			
A-B	19			19			
A-C	54			54			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	544	0.032	17	0.0	6.833	A
C-AB	24	669	0.036	24	0.0	5.583	A
C-A	75			75			
A-B	16			16			
A-C	45			45			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 09:51:29

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025 + CD + D					
Stream B-AC	0.1	7.66	0.12	0.0	7.10	0.05
Stream C-AB	0.0	5.71	0.02	0.1	5.58	0.05

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15
D2	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Green 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	Site Access	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane E		Major
B	Site Access		Minor
C	Green 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 - Green Lane W	5.00			102.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.24	18	15

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	502	0.095	0.241	0.152	0.345
B-C	648	0.104	0.262	-	-
C-B	633	0.256	0.256	-	-

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)
D1	2025 + CD + D	AM	ONE HOUR	07:15	08:45	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 (Veh/hr)	Scaling Factor (%)
A - Green Lane E		✓	106	100.000
B - Site Access		✓	57	100.000
C - Green Lane W		✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	10	96
	B - Site Access	27	0	30
	C - Green Lane W	59	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	0	0
	B - Site Access	0	0	0
	C - Green Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	7.66	0.1	A
C-AB	0.02	5.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	545	0.079	43	0.1	7.167	A
C-AB	11	642	0.016	10	0.0	5.700	A
C-A	44			44			
A-B	8			8			
A-C	72			72			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	540	0.095	51	0.1	7.370	A
C-AB	13	644	0.020	13	0.0	5.703	A
C-A	52			52			
A-B	9			9			
A-C	86			86			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	533	0.118	63	0.1	7.655	A
C-AB	16	646	0.025	16	0.0	5.708	A
C-A	63			63			
A-B	11			11			
A-C	106			106			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	533	0.118	63	0.1	7.658	A
C-AB	16	646	0.025	16	0.0	5.711	A
C-A	63			63			
A-B	11			11			
A-C	106			106			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	540	0.095	51	0.1	7.374	A
C-AB	13	644	0.020	13	0.0	5.706	A
C-A	52			52			
A-B	9			9			
A-C	86			86			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	545	0.079	43	0.1	7.177	A
C-AB	11	642	0.016	11	0.0	5.700	A
C-A	44			44			
A-B	8			8			
A-C	72			72			

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Green 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.47	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	2025 + CD + D	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 (Veh/hr)	Scaling Factor (%)
A - Green Lane E		✓	81	100.000
B - Site Access		✓	23	100.000
C - Green Lane W		✓	132	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	21	60
	B - Site Access	11	0	12
	C - Green Lane W	104	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Green Lane E	B - Site Access	C - Green Lane W
From	A - Green Lane E	0	0	0
	B - Site Access	0	0	0
	C - Green Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	7.10	0.0	A
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	544	0.032	17	0.0	6.829	A
C-AB	24	669	0.036	24	0.0	5.577	A
C-A	76			76			
A-B	16			16			
A-C	45			45			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	539	0.038	21	0.0	6.941	A
C-AB	29	676	0.043	29	0.1	5.564	A
C-A	89			89			
A-B	19			19			
A-C	54			54			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	532	0.048	25	0.0	7.099	A
C-AB	37	686	0.054	37	0.1	5.546	A
C-A	108			108			
A-B	23			23			
A-C	66			66			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	532	0.048	25	0.0	7.099	A
C-AB	37	686	0.054	37	0.1	5.547	A
C-A	108			108			
A-B	23			23			
A-C	66			66			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	539	0.038	21	0.0	6.942	A
C-AB	29	676	0.043	29	0.1	5.566	A
C-A	89			89			
A-B	19			19			
A-C	54			54			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	544	0.032	17	0.0	6.833	A
C-AB	24	669	0.036	24	0.0	5.583	A
C-A	75			75			
A-B	16			16			
A-C	45			45			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Green Lane - Little Chesterton Road Crossroads.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 10:00:35

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Observed					
Stream B-ACD	0.0	8.02	0.03	0.0	7.61	0.03
Stream A-BCD	0.1	5.75	0.04	0.0	5.94	0.01
Stream D-ABC	0.4	10.39	0.27	0.2	8.40	0.15
Stream C-ABD	0.0	5.54	0.01	0.0	5.16	0.00
	2021 Factored					
Stream B-ACD	0.0	8.07	0.03	0.0	7.65	0.03
Stream A-BCD	0.1	5.75	0.05	0.0	5.95	0.01
Stream D-ABC	0.4	10.65	0.28	0.2	8.51	0.16
Stream C-ABD	0.0	5.53	0.01	0.0	5.14	0.00
	2025 Future Year					
Stream B-ACD	0.0	8.08	0.03	0.0	7.66	0.03
Stream A-BCD	0.1	5.75	0.05	0.0	5.95	0.01
Stream D-ABC	0.4	10.70	0.29	0.2	8.53	0.16
Stream C-ABD	0.0	5.54	0.01	0.0	5.13	0.00
	2025 + CD					
Stream B-ACD	0.0	8.13	0.03	0.0	7.82	0.03
Stream A-BCD	0.1	5.72	0.05	0.0	5.96	0.01
Stream D-ABC	0.5	11.21	0.31	0.3	9.73	0.23
Stream C-ABD	0.0	5.54	0.01	0.0	5.00	0.00
	2025 + CD + D					
Stream B-ACD	0.0	8.45	0.04	0.0	8.24	0.05
Stream A-BCD	0.1	5.91	0.08	0.0	6.04	0.03
Stream D-ABC	0.5	11.62	0.34	0.4	9.97	0.27
Stream C-ABD	0.0	5.59	0.01	0.0	5.00	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	15	✓		
D2	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2
D7	Committed Development	AM	ONE HOUR	07:15	08:45	15			
D8	Committed Development	PM	ONE HOUR	16:45	18:15	15			
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D11	Development	AM	ONE HOUR	07:15	08:45	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2021-2025 AM		1.0085
G2	2021-2025 PM		1.0083
G3	2021 Covid Factor		1.0526

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

Analysis Set Details

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

2021 Observed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane E		Major
B	Little Chesterton Road		Minor
C	Green Lane W		Major
D	The Hale		Minor

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)
A - Green Lane E	5.15			100.0	✓	0.00
C - Green Lane W	5.15			100.0	✓	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 - Little Chesterton Road	One lane	2.96	10	16
D - The Hale	One lane	3.28	13	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.254	0.363	0.254	-	-	-
B-A	487	0.092	0.232	0.232	-	-	-	0.146	0.332	-	0.232	0.232	0.116
B-C	632	0.100	0.254	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	487	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
B-D, offside lane	487	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
C-B	632	0.254	0.254	0.363	-	-	-	-	-	-	-	-	-
D-A	648	-	-	-	-	-	-	0.260	-	0.103	-	-	-
D-B, nearside lane	500	0.150	0.150	0.341	-	-	-	0.239	0.239	0.094	-	-	-
D-B, offside lane	500	0.150	0.150	0.341	-	-	-	0.239	0.239	0.094	-	-	-
D-C	500	-	0.150	0.341	0.119	0.239	0.239	0.239	0.239	0.094	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	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 - Green Lane E		ONE HOUR	✓	85	100.000
B - Little Chesterton Road		ONE HOUR	✓	13	100.000
C - Green Lane W		ONE HOUR	✓	80	100.000
D - The Hale		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	62	23
	B - Little Chesterton Road	9	0	2	2
	C - Green Lane W	38	3	0	39
	D - The Hale	8	3	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	8.02	0.0	A	12	18
A-BCD	0.04	5.75	0.1	A	23	35
A-B					0	0
A-C					55	82
D-ABC	0.27	10.39	0.4	B	106	158
C-ABD	0.01	5.54	0.0	A	3	5
C-D					36	53
C-A					35	52

Main Results for each time segment

07:15 - 07:30

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-ACD	10	2	477	0.021	10	0.0	0.0	7.711	A
A-BCD	19	5	647	0.029	19	0.0	0.0	5.728	A
A-B	0	0			0				
A-C	45	11			45				
D-ABC	87	22	484	0.179	86	0.0	0.2	9.015	A
C-ABD	2	0.62	652	0.004	2	0.0	0.0	5.542	A
C-D	29	7			29				
C-A	28	7			28				

07:30 - 07:45

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-ACD	12	3	471	0.025	12	0.0	0.0	7.838	A
A-BCD	23	6	650	0.035	23	0.0	0.0	5.737	A
A-B	0	0			0				
A-C	54	13			54				
D-ABC	103	26	479	0.216	103	0.2	0.3	9.560	A
C-ABD	3	0.75	656	0.005	3	0.0	0.0	5.513	A
C-D	35	9			35				
C-A	34	9			34				

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-ACD	14	4	463	0.031	14	0.0	0.0	8.018	A
A-BCD	28	7	654	0.043	28	0.0	0.1	5.749	A
A-B	0	0			0				
A-C	65	16			65				
D-ABC	127	32	473	0.268	126	0.3	0.4	10.372	B
C-ABD	4	0.95	662	0.006	4	0.0	0.0	5.472	A
C-D	43	11			43				
C-A	42	10			42				

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-ACD	14	4	463	0.031	14	0.0	0.0	8.019	A
A-BCD	28	7	654	0.043	28	0.1	0.1	5.750	A
A-B	0	0			0				
A-C	65	16			65				
D-ABC	127	32	473	0.268	127	0.4	0.4	10.393	B
C-ABD	4	0.95	662	0.006	4	0.0	0.0	5.472	A
C-D	43	11			43				
C-A	42	10			42				

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-ACD	12	3	471	0.025	12	0.0	0.0	7.841	A
A-BCD	23	6	650	0.035	23	0.1	0.0	5.740	A
A-B	0	0			0				
A-C	54	13			54				
D-ABC	103	26	479	0.216	104	0.4	0.3	9.591	A
C-ABD	3	0.75	656	0.005	3	0.0	0.0	5.515	A
C-D	35	9			35				
C-A	34	9			34				

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-ACD	10	2	476	0.021	10	0.0	0.0	7.715	A
A-BCD	19	5	647	0.029	19	0.0	0.0	5.729	A
A-B	0	0			0				
A-C	45	11			45				
D-ABC	87	22	484	0.179	87	0.3	0.2	9.065	A
C-ABD	2	0.62	652	0.004	2	0.0	0.0	5.543	A
C-D	29	7			29				
C-A	28	7			28				

2021 Observed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		2.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.61	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
D2	2021 Observed	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 - Green Lane E		ONE HOUR	✓	42	100.000
B - Little Chesterton Road		ONE HOUR	✓	12	100.000
C - Green Lane W		ONE HOUR	✓	153	100.000
D - The Hale		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	3	32	7
	B - Little Chesterton Road	3	0	3	6
	C - Green Lane W	59	1	0	93
	D - The Hale	22	1	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	7.61	0.0	A	11	17
A-BCD	0.01	5.94	0.0	A	7	10
A-B					3	4
A-C					29	44
D-ABC	0.15	8.40	0.2	A	63	95
C-ABD	0.00	5.16	0.0	A	1	2
C-D					85	128
C-A					54	81

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-ACD	9	2	496	0.018	9	0.0	0.0	7.396	A
A-BCD	6	1	620	0.009	5	0.0	0.0	5.857	A
A-B	2	0.56			2				
A-C	24	6			24				
D-ABC	52	13	516	0.101	52	0.0	0.1	7.749	A
C-ABD	0.90	0.23	698	0.001	0.90	0.0	0.0	5.163	A
C-D	70	17			70				
C-A	44	11			44				

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-ACD	11	3	492	0.022	11	0.0	0.0	7.486	A
A-BCD	7	2	618	0.011	7	0.0	0.0	5.888	A
A-B	3	0.67			3				
A-C	28	7			28				
D-ABC	62	16	511	0.121	62	0.1	0.1	8.015	A
C-ABD	1	0.28	711	0.002	1	0.0	0.0	5.070	A
C-D	83	21			83				
C-A	53	13			53				

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-ACD	13	3	486	0.027	13	0.0	0.0	7.614	A
A-BCD	8	2	615	0.013	8	0.0	0.0	5.933	A
A-B	3	0.81			3				
A-C	35	9			35				
D-ABC	76	19	505	0.151	76	0.1	0.2	8.393	A
C-ABD	1	0.36	729	0.002	1	0.0	0.0	4.947	A
C-D	102	26			102				
C-A	65	16			65				

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-ACD	13	3	486	0.027	13	0.0	0.0	7.614	A
A-BCD	8	2	615	0.013	8	0.0	0.0	5.935	A
A-B	3	0.81			3				
A-C	35	9			35				
D-ABC	76	19	505	0.151	76	0.2	0.2	8.398	A
C-ABD	1	0.36	729	0.002	1	0.0	0.0	4.947	A
C-D	102	26			102				
C-A	65	16			65				

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-ACD	11	3	492	0.022	11	0.0	0.0	7.487	A
A-BCD	7	2	618	0.011	7	0.0	0.0	5.889	A
A-B	3	0.67			3				
A-C	28	7			28				
D-ABC	62	16	511	0.121	62	0.2	0.1	8.023	A
C-ABD	1	0.28	711	0.002	1	0.0	0.0	5.070	A
C-D	83	21			83				
C-A	53	13			53				

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-ACD	9	2	496	0.018	9	0.0	0.0	7.397	A
A-BCD	6	1	620	0.009	6	0.0	0.0	5.857	A
A-B	2	0.56			2				
A-C	24	6			24				
D-ABC	52	13	516	0.101	52	0.1	0.1	7.769	A
C-ABD	0.90	0.23	698	0.001	0.90	0.0	0.0	5.163	A
C-D	70	17			70				
C-A	44	11			44				

2021 Factored, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		5.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3

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 - Green Lane E		ONE HOUR	✓	89	100.000
B - Little Chesterton Road		ONE HOUR	✓	14	100.000
C - Green Lane W		ONE HOUR	✓	84	100.000
D - The Hale		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	65	24
	B - Little Chesterton Road	9	0	2	2
	C - Green Lane W	40	3	0	41
	D - The Hale	8	3	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	8.07	0.0	A	13	19
A-BCD	0.05	5.75	0.1	A	25	37
A-B					0	0
A-C					58	86
D-ABC	0.28	10.65	0.4	B	111	167
C-ABD	0.01	5.53	0.0	A	3	5
C-D					37	56
C-A					37	55

Main Results for each time segment

07:15 - 07:30

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-ACD	10	3	475	0.022	10	0.0	0.0	7.745	A
A-BCD	20	5	648	0.030	20	0.0	0.0	5.728	A
A-B	0	0			0				
A-C	48	12			48				
D-ABC	91	23	483	0.189	90	0.0	0.2	9.146	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.534	A
C-D	31	8			31				
C-A	30	7			30				

07:30 - 07:45

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-ACD	12	3	469	0.026	12	0.0	0.0	7.880	A
A-BCD	24	6	651	0.037	24	0.0	0.0	5.739	A
A-B	0	0			0				
A-C	56	14			56				
D-ABC	109	27	478	0.228	109	0.2	0.3	9.738	A
C-ABD	3	0.80	657	0.005	3	0.0	0.0	5.503	A
C-D	37	9			37				
C-A	36	9			36				

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-ACD	15	4	461	0.033	15	0.0	0.0	8.071	A
A-BCD	30	7	656	0.046	30	0.0	0.1	5.754	A
A-B	0	0			0				
A-C	69	17			69				
D-ABC	133	33	471	0.283	133	0.3	0.4	10.629	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.460	A
C-D	45	11			45				
C-A	44	11			44				

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-ACD	15	4	461	0.033	15	0.0	0.0	8.072	A
A-BCD	30	7	656	0.046	30	0.1	0.1	5.754	A
A-B	0	0			0				
A-C	69	17			69				
D-ABC	133	33	471	0.283	133	0.4	0.4	10.655	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.463	A
C-D	45	11			45				
C-A	44	11			44				

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-ACD	12	3	469	0.026	12	0.0	0.0	7.884	A
A-BCD	24	6	651	0.037	24	0.1	0.0	5.743	A
A-B	0	0			0				
A-C	56	14			56				
D-ABC	109	27	478	0.228	109	0.4	0.3	9.774	A
C-ABD	3	0.80	657	0.005	3	0.0	0.0	5.506	A
C-D	37	9			37				
C-A	36	9			36				

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-ACD	10	3	475	0.022	10	0.0	0.0	7.750	A
A-BCD	20	5	648	0.030	20	0.0	0.0	5.731	A
A-B	0	0			0				
A-C	48	12			48				
D-ABC	91	23	483	0.189	91	0.3	0.2	9.203	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.535	A
C-D	31	8			31				
C-A	30	7			30				

2021 Factored, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	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	Relationship type	Relationship
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3

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 - Green Lane E		ONE HOUR	✓	44	100.000
B - Little Chesterton Road		ONE HOUR	✓	13	100.000
C - Green Lane W		ONE HOUR	✓	161	100.000
D - The Hale		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	3	34	7
	B - Little Chesterton Road	3	0	3	6
	C - Green Lane W	62	1	0	98
	D - The Hale	23	1	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	7.65	0.0	A	12	17
A-BCD	0.01	5.95	0.0	A	7	11
A-B					3	4
A-C					31	46
D-ABC	0.16	8.51	0.2	A	67	100
C-ABD	0.00	5.14	0.0	A	1	2
C-D					90	135
C-A					57	85

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-ACD	10	2	495	0.019	9	0.0	0.0	7.420	A
A-BCD	6	1	619	0.009	6	0.0	0.0	5.865	A
A-B	2	0.59			2				
A-C	25	6			25				
D-ABC	55	14	514	0.106	54	0.0	0.1	7.815	A
C-ABD	0.96	0.24	702	0.001	0.95	0.0	0.0	5.137	A
C-D	74	18			74				
C-A	47	12			47				

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-ACD	11	3	490	0.023	11	0.0	0.0	7.516	A
A-BCD	7	2	617	0.011	7	0.0	0.0	5.899	A
A-B	3	0.70			3				
A-C	30	7			30				
D-ABC	65	16	509	0.128	65	0.1	0.1	8.100	A
C-ABD	1	0.30	715	0.002	1	0.0	0.0	5.041	A
C-D	88	22			88				
C-A	56	14			56				

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-ACD	14	3	484	0.029	14	0.0	0.0	7.651	A
A-BCD	9	2	614	0.014	9	0.0	0.0	5.945	A
A-B	3	0.86			3				
A-C	37	9			37				
D-ABC	80	20	503	0.159	80	0.1	0.2	8.507	A
C-ABD	2	0.38	734	0.002	2	0.0	0.0	4.912	A
C-D	108	27			108				
C-A	68	17			68				

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-ACD	14	3	484	0.029	14	0.0	0.0	7.652	A
A-BCD	9	2	614	0.014	9	0.0	0.0	5.946	A
A-B	3	0.86			3				
A-C	37	9			37				
D-ABC	80	20	503	0.159	80	0.2	0.2	8.514	A
C-ABD	2	0.38	734	0.002	2	0.0	0.0	4.914	A
C-D	108	27			108				
C-A	68	17			68				

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-ACD	11	3	490	0.023	11	0.0	0.0	7.519	A
A-BCD	7	2	617	0.011	7	0.0	0.0	5.901	A
A-B	3	0.70			3				
A-C	30	7			30				
D-ABC	65	16	509	0.128	65	0.2	0.1	8.111	A
C-ABD	1	0.30	715	0.002	1	0.0	0.0	5.043	A
C-D	88	22			88				
C-A	56	14			56				

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-ACD	10	2	495	0.019	10	0.0	0.0	7.424	A
A-BCD	6	1	619	0.009	6	0.0	0.0	5.868	A
A-B	2	0.59			2				
A-C	25	6			25				
D-ABC	55	14	514	0.106	55	0.1	0.1	7.836	A
C-ABD	0.96	0.24	702	0.001	0.96	0.0	0.0	5.137	A
C-D	74	18			74				
C-A	47	12			47				

2025 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		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)	Run automatically	Relationship type	Relationship
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1

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 - Green Lane E		ONE HOUR	✓	90	100.000
B - Little Chesterton Road		ONE HOUR	✓	14	100.000
C - Green Lane W		ONE HOUR	✓	85	100.000
D - The Hale		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	66	24
	B - Little Chesterton Road	10	0	2	2
	C - Green Lane W	40	3	0	41
	D - The Hale	8	3	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	8.08	0.0	A	13	19
A-BCD	0.05	5.75	0.1	A	25	37
A-B					0	0
A-C					58	87
D-ABC	0.29	10.70	0.4	B	112	168
C-ABD	0.01	5.54	0.0	A	3	5
C-D					38	57
C-A					37	55

Main Results for each time segment

07:15 - 07:30

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-ACD	10	3	475	0.022	10	0.0	0.0	7.750	A
A-BCD	20	5	648	0.031	20	0.0	0.0	5.728	A
A-B	0	0			0				
A-C	48	12			48				
D-ABC	92	23	483	0.190	91	0.0	0.2	9.175	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.533	A
C-D	31	8			31				
C-A	30	8			30				

07:30 - 07:45

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-ACD	12	3	469	0.026	12	0.0	0.0	7.887	A
A-BCD	24	6	651	0.037	24	0.0	0.0	5.740	A
A-B	0	0			0				
A-C	57	14			57				
D-ABC	110	27	478	0.230	109	0.2	0.3	9.769	A
C-ABD	3	0.81	657	0.005	3	0.0	0.0	5.502	A
C-D	37	9			37				
C-A	36	9			36				

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-ACD	15	4	461	0.033	15	0.0	0.0	8.080	A
A-BCD	30	8	656	0.046	30	0.0	0.1	5.754	A
A-B	0	0			0				
A-C	69	17			69				
D-ABC	134	34	471	0.285	134	0.3	0.4	10.675	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.458	A
C-D	45	11			45				
C-A	44	11			44				

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-ACD	15	4	461	0.033	15	0.0	0.0	8.081	A
A-BCD	30	8	656	0.046	30	0.1	0.1	5.755	A
A-B	0	0			0				
A-C	69	17			69				
D-ABC	134	34	471	0.285	134	0.4	0.4	10.701	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.458	A
C-D	45	11			45				
C-A	44	11			44				

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-ACD	12	3	469	0.026	12	0.0	0.0	7.891	A
A-BCD	24	6	651	0.037	24	0.1	0.0	5.744	A
A-B	0	0			0				
A-C	57	14			57				
D-ABC	110	27	478	0.230	110	0.4	0.3	9.804	A
C-ABD	3	0.81	657	0.005	3	0.0	0.0	5.502	A
C-D	37	9			37				
C-A	36	9			36				

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-ACD	10	3	475	0.022	10	0.0	0.0	7.756	A
A-BCD	20	5	648	0.031	20	0.0	0.0	5.734	A
A-B	0	0			0				
A-C	48	12			48				
D-ABC	92	23	483	0.190	92	0.3	0.2	9.226	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.535	A
C-D	31	8			31				
C-A	30	8			30				

2025 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2

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 - Green Lane E		ONE HOUR	✓	45	100.000
B - Little Chesterton Road		ONE HOUR	✓	13	100.000
C - Green Lane W		ONE HOUR	✓	162	100.000
D - The Hale		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	3	34	7
	B - Little Chesterton Road	3	0	3	6
	C - Green Lane W	63	1	0	99
	D - The Hale	23	1	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	7.66	0.0	A	12	18
A-BCD	0.01	5.95	0.0	A	7	11
A-B					3	4
A-C					31	46
D-ABC	0.16	8.53	0.2	A	67	101
C-ABD	0.00	5.13	0.0	A	1	2
C-D					90	136
C-A					57	86

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-ACD	10	2	494	0.019	10	0.0	0.0	7.424	A
A-BCD	6	1	619	0.009	6	0.0	0.0	5.867	A
A-B	2	0.59			2				
A-C	25	6			25				
D-ABC	55	14	514	0.107	55	0.0	0.1	7.826	A
C-ABD	0.97	0.24	702	0.001	0.96	0.0	0.0	5.133	A
C-D	74	19			74				
C-A	47	12			47				

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-ACD	11	3	490	0.023	11	0.0	0.0	7.520	A
A-BCD	7	2	617	0.011	7	0.0	0.0	5.900	A
A-B	3	0.71			3				
A-C	30	8			30				
D-ABC	66	16	509	0.129	66	0.1	0.1	8.115	A
C-ABD	1	0.30	716	0.002	1	0.0	0.0	5.036	A
C-D	89	22			89				
C-A	56	14			56				

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-ACD	14	4	484	0.029	14	0.0	0.0	7.658	A
A-BCD	9	2	614	0.014	9	0.0	0.0	5.948	A
A-B	3	0.86			3				
A-C	37	9			37				
D-ABC	81	20	502	0.160	80	0.1	0.2	8.527	A
C-ABD	2	0.39	735	0.002	2	0.0	0.0	4.907	A
C-D	108	27			108				
C-A	69	17			69				

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-ACD	14	4	484	0.029	14	0.0	0.0	7.658	A
A-BCD	9	2	614	0.014	9	0.0	0.0	5.950	A
A-B	3	0.86			3				
A-C	37	9			37				
D-ABC	81	20	502	0.160	81	0.2	0.2	8.534	A
C-ABD	2	0.39	735	0.002	2	0.0	0.0	4.909	A
C-D	108	27			108				
C-A	69	17			69				

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-ACD	11	3	490	0.023	11	0.0	0.0	7.521	A
A-BCD	7	2	617	0.011	7	0.0	0.0	5.903	A
A-B	3	0.71			3				
A-C	30	8			30				
D-ABC	66	16	509	0.129	66	0.2	0.1	8.124	A
C-ABD	1	0.30	716	0.002	1	0.0	0.0	5.038	A
C-D	89	22			89				
C-A	56	14			56				

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-ACD	10	2	494	0.019	10	0.0	0.0	7.428	A
A-BCD	6	1	619	0.009	6	0.0	0.0	5.869	A
A-B	2	0.59			2				
A-C	25	6			25				
D-ABC	55	14	514	0.107	55	0.1	0.1	7.848	A
C-ABD	0.97	0.24	702	0.001	0.97	0.0	0.0	5.133	A
C-D	74	19			74				
C-A	47	12			47				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		5.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7

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 - Green Lane E		ONE HOUR	✓	96	100.000
B - Little Chesterton Road		ONE HOUR	✓	14	100.000
C - Green Lane W		ONE HOUR	✓	87	100.000
D - The Hale		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	72	24
	B - Little Chesterton Road	10	0	2	2
	C - Green Lane W	41	3	0	42
	D - The Hale	8	3	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	8.13	0.0	A	13	19
A-BCD	0.05	5.72	0.1	A	25	37
A-B					0	0
A-C					63	95
D-ABC	0.31	11.21	0.5	B	123	185
C-ABD	0.01	5.54	0.0	A	3	5
C-D					39	58
C-A					38	57

Main Results for each time segment

07:15 - 07:30

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-ACD	10	3	473	0.022	10	0.0	0.0	7.784	A
A-BCD	20	5	651	0.031	20	0.0	0.0	5.706	A
A-B	0	0			0				
A-C	52	13			52				
D-ABC	101	25	481	0.210	100	0.0	0.3	9.420	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.534	A
C-D	32	8			32				
C-A	31	8			31				

07:30 - 07:45

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-ACD	12	3	466	0.027	12	0.0	0.0	7.928	A
A-BCD	24	6	654	0.037	24	0.0	0.0	5.713	A
A-B	0	0			0				
A-C	62	16			62				
D-ABC	121	30	476	0.253	120	0.3	0.3	10.116	B
C-ABD	3	0.81	657	0.005	3	0.0	0.0	5.503	A
C-D	38	9			38				
C-A	37	9			37				

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-ACD	15	4	458	0.033	15	0.0	0.0	8.133	A
A-BCD	31	8	660	0.046	31	0.0	0.1	5.722	A
A-B	0	0			0				
A-C	75	19			75				
D-ABC	148	37	469	0.315	147	0.3	0.5	11.179	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.460	A
C-D	46	12			46				
C-A	45	11			45				

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-ACD	15	4	458	0.033	15	0.0	0.0	8.134	A
A-BCD	31	8	660	0.046	31	0.1	0.1	5.725	A
A-B	0	0			0				
A-C	75	19			75				
D-ABC	148	37	469	0.315	148	0.5	0.5	11.212	B
C-ABD	4	1	663	0.006	4	0.0	0.0	5.460	A
C-D	46	12			46				
C-A	45	11			45				

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-ACD	12	3	466	0.027	12	0.0	0.0	7.931	A
A-BCD	24	6	654	0.037	24	0.1	0.0	5.717	A
A-B	0	0			0				
A-C	62	16			62				
D-ABC	121	30	476	0.253	121	0.5	0.3	10.160	B
C-ABD	3	0.81	657	0.005	3	0.0	0.0	5.505	A
C-D	38	9			38				
C-A	37	9			37				

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-ACD	10	3	473	0.022	10	0.0	0.0	7.788	A
A-BCD	20	5	651	0.031	20	0.0	0.0	5.709	A
A-B	0	0			0				
A-C	52	13			52				
D-ABC	101	25	481	0.210	101	0.3	0.3	9.489	A
C-ABD	3	0.66	653	0.004	3	0.0	0.0	5.536	A
C-D	32	8			32				
C-A	31	8			31				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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 - Green Lane E		ONE HOUR	✓	60	100.000
B - Little Chesterton Road		ONE HOUR	✓	13	100.000
C - Green Lane W		ONE HOUR	✓	205	100.000
D - The Hale		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	3	49	7
	B - Little Chesterton Road	3	0	3	6
	C - Green Lane W	78	1	0	127
	D - The Hale	23	1	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.03	7.82	0.0	A	12	18
A-BCD	0.01	5.96	0.0	A	7	11
A-B					3	4
A-C					44	67
D-ABC	0.23	9.73	0.3	A	93	139
C-ABD	0.00	5.00	0.0	A	1	2
C-D					116	174
C-A					71	107

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-ACD	10	2	488	0.020	10	0.0	0.0	7.526	A
A-BCD	6	1	619	0.010	6	0.0	0.0	5.873	A
A-B	2	0.59			2				
A-C	37	9			37				
D-ABC	76	19	496	0.154	75	0.0	0.2	8.544	A
C-ABD	1	0.25	721	0.001	1	0.0	0.0	5.001	A
C-D	95	24			95				
C-A	58	15			58				

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-ACD	11	3	482	0.024	11	0.0	0.0	7.647	A
A-BCD	7	2	617	0.012	7	0.0	0.0	5.907	A
A-B	3	0.71			3				
A-C	43	11			43				
D-ABC	91	23	490	0.186	91	0.2	0.2	9.017	A
C-ABD	1	0.32	738	0.002	1	0.0	0.0	4.884	A
C-D	114	28			114				
C-A	70	17			70				

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-ACD	14	4	474	0.030	14	0.0	0.0	7.820	A
A-BCD	9	2	613	0.015	9	0.0	0.0	5.955	A
A-B	3	0.86			3				
A-C	53	13			53				
D-ABC	111	28	481	0.232	111	0.2	0.3	9.717	A
C-ABD	2	0.41	763	0.002	2	0.0	0.0	4.731	A
C-D	139	35			139				
C-A	85	21			85				

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-ACD	14	4	474	0.030	14	0.0	0.0	7.820	A
A-BCD	9	2	613	0.015	9	0.0	0.0	5.958	A
A-B	3	0.86			3				
A-C	53	13			53				
D-ABC	111	28	481	0.232	111	0.3	0.3	9.732	A
C-ABD	2	0.42	762	0.002	2	0.0	0.0	4.731	A
C-D	139	35			139				
C-A	85	21			85				

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-ACD	11	3	482	0.024	11	0.0	0.0	7.651	A
A-BCD	7	2	617	0.012	7	0.0	0.0	5.908	A
A-B	3	0.71			3				
A-C	43	11			43				
D-ABC	91	23	490	0.186	91	0.3	0.2	9.037	A
C-ABD	1	0.32	738	0.002	1	0.0	0.0	4.884	A
C-D	114	28			114				
C-A	70	17			70				

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-ACD	10	2	488	0.020	10	0.0	0.0	7.531	A
A-BCD	6	1	619	0.010	6	0.0	0.0	5.875	A
A-B	2	0.59			2				
A-C	37	9			37				
D-ABC	76	19	496	0.154	76	0.2	0.2	8.583	A
C-ABD	1	0.25	721	0.001	1	0.0	0.0	5.001	A
C-D	95	24			95				
C-A	58	15			58				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		5.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11

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 - Green Lane E		ONE HOUR	✓	125	100.000
B - Little Chesterton Road		ONE HOUR	✓	17	100.000
C - Green Lane W		ONE HOUR	✓	89	100.000
D - The Hale		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	81	44
	B - Little Chesterton Road	13	0	2	2
	C - Green Lane W	43	3	0	42
	D - The Hale	16	3	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.04	8.45	0.0	A	15	23
A-BCD	0.08	5.91	0.1	A	46	69
A-B					0	0
A-C					69	103
D-ABC	0.34	11.62	0.5	B	130	196
C-ABD	0.01	5.59	0.0	A	3	5
C-D					39	58
C-A					40	59

Main Results for each time segment

07:15 - 07:30

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-ACD	13	3	463	0.027	13	0.0	0.0	7.994	A
A-BCD	37	9	655	0.056	37	0.0	0.1	5.825	A
A-B	0	0			0				
A-C	57	14			57				
D-ABC	107	27	481	0.222	106	0.0	0.3	9.559	A
C-ABD	3	0.67	647	0.004	3	0.0	0.0	5.585	A
C-D	32	8			32				
C-A	32	8			32				

07:30 - 07:45

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-ACD	15	4	455	0.033	15	0.0	0.0	8.183	A
A-BCD	45	11	659	0.068	45	0.1	0.1	5.859	A
A-B	0	0			0				
A-C	68	17			68				
D-ABC	128	32	475	0.269	127	0.3	0.4	10.350	B
C-ABD	3	0.81	650	0.005	3	0.0	0.0	5.563	A
C-D	38	9			38				
C-A	39	10			39				

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-ACD	18	5	444	0.042	18	0.0	0.0	8.450	A
A-BCD	56	14	666	0.085	56	0.1	0.1	5.909	A
A-B	0	0			0				
A-C	81	20			81				
D-ABC	156	39	466	0.336	156	0.4	0.5	11.582	B
C-ABD	4	1	655	0.006	4	0.0	0.0	5.531	A
C-D	46	12			46				
C-A	47	12			47				

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-ACD	18	5	444	0.042	18	0.0	0.0	8.452	A
A-BCD	57	14	666	0.085	57	0.1	0.1	5.912	A
A-B	0	0			0				
A-C	81	20			81				
D-ABC	156	39	466	0.336	156	0.5	0.5	11.622	B
C-ABD	4	1	655	0.006	4	0.0	0.0	5.534	A
C-D	46	12			46				
C-A	47	12			47				

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-ACD	15	4	455	0.033	15	0.0	0.0	8.187	A
A-BCD	45	11	659	0.068	45	0.1	0.1	5.864	A
A-B	0	0			0				
A-C	68	17			68				
D-ABC	128	32	475	0.269	128	0.5	0.4	10.400	B
C-ABD	3	0.81	650	0.005	3	0.0	0.0	5.566	A
C-D	38	9			38				
C-A	39	10			39				

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-ACD	13	3	463	0.027	13	0.0	0.0	8.003	A
A-BCD	37	9	655	0.056	37	0.1	0.1	5.830	A
A-B	0	0			0				
A-C	57	14			57				
D-ABC	107	27	481	0.222	107	0.4	0.3	9.638	A
C-ABD	3	0.67	647	0.004	3	0.0	0.0	5.586	A
C-D	32	8			32				
C-A	32	8			32				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Lane E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Green 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.
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Crossroads West of Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

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 - Green Lane E		ONE HOUR	✓	72	100.000
B - Little Chesterton Road		ONE HOUR	✓	19	100.000
C - Green Lane W		ONE HOUR	✓	210	100.000
D - The Hale		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	3	53	15
	B - Little Chesterton Road	9	0	3	6
	C - Green Lane W	83	1	0	127
	D - The Hale	41	1	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Lane E	B - Little Chesterton Road	C - Green Lane W	D - The Hale
From	A - Green Lane E	0	0	0	0
	B - Little Chesterton Road	0	0	0	0
	C - Green Lane W	0	0	0	0
	D - The Hale	0	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-ACD	0.05	8.24	0.0	A	17	26
A-BCD	0.03	6.04	0.0	A	15	23
A-B					3	4
A-C					47	71
D-ABC	0.27	9.97	0.4	A	109	164
C-ABD	0.00	5.00	0.0	A	1	2
C-D					116	174
C-A					76	114

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-ACD	14	4	473	0.030	14	0.0	0.0	7.835	A
A-BCD	12	3	620	0.020	12	0.0	0.0	5.925	A
A-B	2	0.59			2				
A-C	39	10			39				
D-ABC	90	22	509	0.177	89	0.0	0.2	8.563	A
C-ABD	1	0.26	721	0.001	1	0.0	0.0	5.003	A
C-D	95	24			95				
C-A	62	16			62				

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-ACD	17	4	467	0.036	17	0.0	0.0	8.001	A
A-BCD	15	4	618	0.024	15	0.0	0.0	5.971	A
A-B	3	0.70			3				
A-C	46	12			46				
D-ABC	107	27	502	0.214	107	0.2	0.3	9.112	A
C-ABD	1	0.32	738	0.002	1	0.0	0.0	4.886	A
C-D	114	28			114				
C-A	74	19			74				

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-ACD	21	5	458	0.045	21	0.0	0.0	8.237	A
A-BCD	19	5	615	0.031	19	0.0	0.0	6.037	A
A-B	3	0.85			3				
A-C	57	14			57				
D-ABC	131	33	492	0.267	131	0.3	0.4	9.950	A
C-ABD	2	0.42	762	0.002	2	0.0	0.0	4.732	A
C-D	139	35			139				
C-A	91	23			91				

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-ACD	21	5	458	0.045	21	0.0	0.0	8.237	A
A-BCD	19	5	615	0.031	19	0.0	0.0	6.040	A
A-B	3	0.85			3				
A-C	57	14			57				
D-ABC	131	33	492	0.267	131	0.4	0.4	9.969	A
C-ABD	2	0.42	762	0.002	2	0.0	0.0	4.734	A
C-D	139	35			139				
C-A	91	23			91				

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-ACD	17	4	467	0.036	17	0.0	0.0	8.004	A
A-BCD	15	4	618	0.024	15	0.0	0.0	5.972	A
A-B	3	0.70			3				
A-C	46	12			46				
D-ABC	107	27	502	0.214	108	0.4	0.3	9.141	A
C-ABD	1	0.32	738	0.002	1	0.0	0.0	4.888	A
C-D	114	28			114				
C-A	74	19			74				

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-ACD	14	4	473	0.030	14	0.0	0.0	7.841	A
A-BCD	12	3	620	0.020	12	0.0	0.0	5.928	A
A-B	2	0.59			2				
A-C	39	10			39				
D-ABC	90	22	508	0.177	90	0.3	0.2	8.609	A
C-ABD	1	0.26	720	0.001	1	0.0	0.0	5.003	A
C-D	95	24			95				
C-A	62	16			62				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Green Lane - Northampton Road Crossroads.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 09:57:58

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Observed					
Stream B-ACD	0.5	11.16	0.33	0.1	8.66	0.12
Stream A-BCD	0.0	4.29	0.03	0.0	5.23	0.02
Stream D-ABC	0.2	10.65	0.14	0.2	10.52	0.18
Stream C-ABD	0.1	5.34	0.05	0.2	4.73	0.12
	2021 Factored					
Stream B-ACD	0.5	11.67	0.35	0.1	8.82	0.12
Stream A-BCD	0.0	4.26	0.03	0.0	5.24	0.02
Stream D-ABC	0.2	10.92	0.15	0.2	10.81	0.19
Stream C-ABD	0.1	5.36	0.05	0.2	4.73	0.13
	2025 Future Year					
Stream B-ACD	0.5	11.76	0.35	0.1	8.85	0.13
Stream A-BCD	0.0	4.26	0.03	0.0	5.24	0.02
Stream D-ABC	0.2	10.96	0.15	0.2	10.86	0.19
Stream C-ABD	0.1	5.36	0.06	0.2	4.72	0.13
	2025 + CD					
Stream B-ACD	0.5	11.77	0.35	0.2	8.92	0.13
Stream A-BCD	0.0	4.26	0.03	0.0	5.24	0.02
Stream D-ABC	0.2	10.97	0.15	0.2	10.93	0.19
Stream C-ABD	0.1	5.37	0.06	0.2	4.74	0.14
	2025 + CD + D					
Stream B-ACD	0.6	12.10	0.37	0.2	8.94	0.14
Stream A-BCD	0.0	4.26	0.03	0.0	5.25	0.02
Stream D-ABC	0.2	11.05	0.15	0.2	11.01	0.20
Stream C-ABD	0.1	5.39	0.06	0.3	4.76	0.14

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	15	✓		
D2	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2
D7	Committed Development	AM	ONE HOUR	07:15	08:45	15			
D8	Committed Development	PM	ONE HOUR	16:45	18:15	15			
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D11	Development	AM	ONE HOUR	07:15	08:45	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2021-2025 AM		1.0085
G2	2021-2025 PM		1.0083
G3	2021 Covid factor		1.0526

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

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Northampton Road N		Major
B	Green Lane E		Minor
C	Northampton Road S		Major
D	Akeman Street		Minor

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)
A - Northampton Road N	7.70			250.0	✓	0.00
C - Northampton Road S	7.70			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 - Green Lane E	One lane	3.48	26	13
D - Akeman Street	One lane	2.92	22	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	719	-	-	-	-	-	-	0.258	0.368	0.258	-	-	-
B-A	516	0.087	0.220	0.220	-	-	-	0.138	0.314	-	0.220	0.220	0.110
B-C	663	0.094	0.238	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	516	0.087	0.220	0.220	-	-	-	0.138	0.314	0.138	-	-	-
B-D, offside lane	516	0.087	0.220	0.220	-	-	-	0.138	0.314	0.138	-	-	-
C-B	719	0.258	0.258	0.368	-	-	-	-	-	-	-	-	-
D-A	628	-	-	-	-	-	-	0.225	-	0.089	-	-	-
D-B, nearside lane	488	0.131	0.131	0.297	-	-	-	0.208	0.208	0.082	-	-	-
D-B, offside lane	488	0.131	0.131	0.297	-	-	-	0.208	0.208	0.082	-	-	-
D-C	488	-	0.131	0.297	0.104	0.208	0.208	0.208	0.208	0.082	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	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 - Northampton Road N		ONE HOUR	✓	369	100.000
B - Green Lane E		ONE HOUR	✓	143	100.000
C - Northampton Road S		ONE HOUR	✓	162	100.000
D - Akeman Street		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	20	337	12
	B - Green Lane E	10	0	80	53
	C - Northampton Road S	125	26	0	11
	D - Akeman Street	2	33	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.33	11.16	0.5	B	131	197
A-BCD	0.03	4.29	0.0	A	18	27
A-B					18	27
A-C					303	454
D-ABC	0.14	10.65	0.2	B	46	69
C-ABD	0.05	5.34	0.1	A	29	44
C-D					10	14
C-A					110	165

Main Results for each time segment

07:15 - 07:30

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-ACD	108	27	515	0.209	107	0.0	0.3	8.797	A
A-BCD	13	3	852	0.016	13	0.0	0.0	4.293	A
A-B	15	4			15				
A-C	250	62			250				
D-ABC	38	9	425	0.089	37	0.0	0.1	9.278	A
C-ABD	23	6	711	0.032	23	0.0	0.0	5.227	A
C-D	8	2			8				
C-A	91	23			91				

07:30 - 07:45

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-ACD	129	32	500	0.257	128	0.3	0.3	9.668	A
A-BCD	17	4	878	0.019	17	0.0	0.0	4.178	A
A-B	18	4			18				
A-C	297	74			297				
D-ABC	45	11	411	0.109	45	0.1	0.1	9.818	A
C-ABD	28	7	711	0.040	28	0.0	0.1	5.271	A
C-D	9	2			9				
C-A	108	27			108				

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-ACD	157	39	480	0.328	157	0.3	0.5	11.125	B
A-BCD	23	6	916	0.025	23	0.0	0.0	4.030	A
A-B	21	5			21				
A-C	362	90			362				
D-ABC	55	14	393	0.140	55	0.1	0.2	10.642	B
C-ABD	36	9	711	0.051	36	0.1	0.1	5.336	A
C-D	11	3			11				
C-A	131	33			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	157	39	480	0.328	157	0.5	0.5	11.159	B
A-BCD	23	6	916	0.025	23	0.0	0.0	4.030	A
A-B	21	5			21				
A-C	362	90			362				
D-ABC	55	14	393	0.140	55	0.2	0.2	10.652	B
C-ABD	36	9	711	0.051	36	0.1	0.1	5.336	A
C-D	11	3			11				
C-A	131	33			131				

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-ACD	129	32	500	0.257	129	0.5	0.4	9.716	A
A-BCD	17	4	878	0.019	17	0.0	0.0	4.179	A
A-B	18	4			18				
A-C	297	74			297				
D-ABC	45	11	411	0.109	45	0.2	0.1	9.833	A
C-ABD	28	7	711	0.040	28	0.1	0.1	5.273	A
C-D	9	2			9				
C-A	108	27			108				

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-ACD	108	27	515	0.209	108	0.4	0.3	8.858	A
A-BCD	13	3	852	0.016	13	0.0	0.0	4.294	A
A-B	15	4			15				
A-C	250	62			250				
D-ABC	38	9	425	0.089	38	0.1	0.1	9.308	A
C-ABD	23	6	711	0.032	23	0.1	0.0	5.228	A
C-D	8	2			8				
C-A	91	23			91				

2021 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	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
D2	2021 Observed	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 - Northampton Road N		ONE HOUR	✓	134	100.000
B - Green Lane E		ONE HOUR	✓	50	100.000
C - Northampton Road S		ONE HOUR	✓	348	100.000
D - Akeman Street		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	10	114	10
	B - Green Lane E	10	0	17	23
	C - Northampton Road S	269	62	0	17
	D - Akeman Street	14	42	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.12	8.66	0.1	A	46	69
A-BCD	0.02	5.23	0.0	A	11	17
A-B					9	14
A-C					103	154
D-ABC	0.18	10.52	0.2	B	61	91
C-ABD	0.12	4.73	0.2	A	83	125
C-D					14	21
C-A					222	333

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-ACD	38	9	499	0.075	37	0.0	0.1	7.789	A
A-BCD	9	2	706	0.012	9	0.0	0.0	5.163	A
A-B	7	2			7				
A-C	85	21			85				
D-ABC	50	12	446	0.111	49	0.0	0.1	9.064	A
C-ABD	63	16	824	0.077	63	0.0	0.1	4.724	A
C-D	12	3			12				
C-A	187	47			187				

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-ACD	45	11	487	0.092	45	0.1	0.1	8.137	A
A-BCD	11	3	704	0.015	11	0.0	0.0	5.191	A
A-B	9	2			9				
A-C	101	25			101				
D-ABC	59	15	433	0.137	59	0.1	0.2	9.633	A
C-ABD	80	20	846	0.095	80	0.1	0.2	4.702	A
C-D	14	3			14				
C-A	219	55			219				

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-ACD	55	14	471	0.117	55	0.1	0.1	8.654	A
A-BCD	14	3	702	0.019	14	0.0	0.0	5.227	A
A-B	11	3			11				
A-C	123	31			123				
D-ABC	73	18	415	0.175	72	0.2	0.2	10.511	B
C-ABD	107	27	876	0.122	107	0.2	0.2	4.683	A
C-D	16	4			16				
C-A	260	65			260				

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-ACD	55	14	471	0.117	55	0.1	0.1	8.661	A
A-BCD	14	3	702	0.019	14	0.0	0.0	5.230	A
A-B	11	3			11				
A-C	123	31			123				
D-ABC	73	18	415	0.175	73	0.2	0.2	10.525	B
C-ABD	107	27	876	0.122	107	0.2	0.2	4.688	A
C-D	16	4			16				
C-A	260	65			260				

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-ACD	45	11	487	0.092	45	0.1	0.1	8.147	A
A-BCD	11	3	704	0.015	11	0.0	0.0	5.194	A
A-B	9	2			9				
A-C	101	25			101				
D-ABC	59	15	433	0.137	60	0.2	0.2	9.653	A
C-ABD	80	20	846	0.095	81	0.2	0.2	4.709	A
C-D	14	3			14				
C-A	219	55			219				

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-ACD	38	9	499	0.075	38	0.1	0.1	7.807	A
A-BCD	9	2	706	0.012	9	0.0	0.0	5.164	A
A-B	7	2			7				
A-C	85	21			85				
D-ABC	50	12	446	0.111	50	0.2	0.1	9.095	A
C-ABD	63	16	825	0.077	63	0.2	0.1	4.732	A
C-D	12	3			12				
C-A	187	47			187				

2021 Factored, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3

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 - Northampton Road N		ONE HOUR	✓	388	100.000
B - Green Lane E		ONE HOUR	✓	151	100.000
C - Northampton Road S		ONE HOUR	✓	171	100.000
D - Akeman Street		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	21	355	13
	B - Green Lane E	11	0	84	56
	C - Northampton Road S	132	27	0	12
	D - Akeman Street	2	35	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.35	11.67	0.5	B	138	207
A-BCD	0.03	4.26	0.0	A	19	29
A-B					19	28
A-C					318	477
D-ABC	0.15	10.92	0.2	B	48	72
C-ABD	0.05	5.36	0.1	A	31	47
C-D					10	15
C-A					115	173

Main Results for each time segment

07:15 - 07:30

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-ACD	113	28	511	0.222	112	0.0	0.3	9.004	A
A-BCD	14	4	859	0.017	14	0.0	0.0	4.261	A
A-B	16	4			16				
A-C	263	66			263				
D-ABC	40	10	421	0.094	39	0.0	0.1	9.415	A
C-ABD	24	6	711	0.034	24	0.0	0.0	5.237	A
C-D	8	2			8				
C-A	96	24			96				

07:30 - 07:45

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-ACD	135	34	496	0.273	135	0.3	0.4	9.974	A
A-BCD	18	5	887	0.021	18	0.0	0.0	4.142	A
A-B	19	5			19				
A-C	312	78			312				
D-ABC	47	12	407	0.116	47	0.1	0.1	9.998	A
C-ABD	30	8	711	0.042	30	0.0	0.1	5.286	A
C-D	10	2			10				
C-A	113	28			113				

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-ACD	166	41	474	0.350	165	0.4	0.5	11.624	B
A-BCD	25	6	927	0.027	25	0.0	0.0	3.989	A
A-B	23	6			23				
A-C	380	95			380				
D-ABC	58	14	388	0.149	58	0.1	0.2	10.904	B
C-ABD	39	10	711	0.055	39	0.1	0.1	5.353	A
C-D	12	3			12				
C-A	137	34			137				

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-ACD	166	41	474	0.350	166	0.5	0.5	11.670	B
A-BCD	25	6	927	0.027	25	0.0	0.0	3.991	A
A-B	23	6			23				
A-C	380	95			380				
D-ABC	58	14	388	0.149	58	0.2	0.2	10.917	B
C-ABD	39	10	711	0.055	39	0.1	0.1	5.357	A
C-D	12	3			12				
C-A	137	34			137				

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-ACD	135	34	495	0.273	136	0.5	0.4	10.029	B
A-BCD	18	5	887	0.021	18	0.0	0.0	4.145	A
A-B	19	5			19				
A-C	312	78			312				
D-ABC	47	12	407	0.116	47	0.2	0.1	10.016	B
C-ABD	30	8	711	0.042	30	0.1	0.1	5.290	A
C-D	10	2			10				
C-A	113	28			113				

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-ACD	113	28	511	0.222	114	0.4	0.3	9.074	A
A-BCD	14	4	859	0.017	14	0.0	0.0	4.264	A
A-B	16	4			16				
A-C	263	66			263				
D-ABC	40	10	421	0.094	40	0.1	0.1	9.443	A
C-ABD	24	6	711	0.034	24	0.1	0.0	5.240	A
C-D	8	2			8				
C-A	96	24			96				

2021 Factored, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		2.77	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3

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 - Northampton Road N		ONE HOUR	✓	141	100.000
B - Green Lane E		ONE HOUR	✓	53	100.000
C - Northampton Road S		ONE HOUR	✓	366	100.000
D - Akeman Street		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	11	120	11
	B - Green Lane E	11	0	18	24
	C - Northampton Road S	283	65	0	18
	D - Akeman Street	15	44	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.12	8.82	0.1	A	48	72
A-BCD	0.02	5.24	0.0	A	12	18
A-B					9	14
A-C					108	162
D-ABC	0.19	10.81	0.2	B	64	96
C-ABD	0.13	4.73	0.2	A	90	135
C-D					15	22
C-A					232	348

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-ACD	40	10	496	0.080	39	0.0	0.1	7.877	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.170	A
A-B	8	2			8				
A-C	89	22			89				
D-ABC	52	13	442	0.118	52	0.0	0.1	9.204	A
C-ABD	68	17	830	0.081	67	0.0	0.1	4.716	A
C-D	12	3			12				
C-A	196	49			196				

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-ACD	47	12	483	0.098	47	0.1	0.1	8.251	A
A-BCD	11	3	704	0.016	11	0.0	0.0	5.199	A
A-B	9	2			9				
A-C	106	27			106				
D-ABC	62	16	429	0.146	62	0.1	0.2	9.824	A
C-ABD	86	22	853	0.101	86	0.1	0.2	4.696	A
C-D	14	4			14				
C-A	229	57			229				

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-ACD	58	14	466	0.124	58	0.1	0.1	8.817	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.237	A
A-B	11	3			11				
A-C	129	32			129				
D-ABC	76	19	410	0.187	76	0.2	0.2	10.793	B
C-ABD	115	29	884	0.130	115	0.2	0.2	4.681	A
C-D	17	4			17				
C-A	271	68			271				

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-ACD	58	14	466	0.124	58	0.1	0.1	8.824	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.238	A
A-B	11	3			11				
A-C	129	32			129				
D-ABC	76	19	409	0.187	76	0.2	0.2	10.810	B
C-ABD	115	29	884	0.130	115	0.2	0.2	4.686	A
C-D	17	4			17				
C-A	271	68			271				

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-ACD	47	12	483	0.098	47	0.1	0.1	8.263	A
A-BCD	11	3	703	0.016	11	0.0	0.0	5.201	A
A-B	9	2			9				
A-C	106	27			106				
D-ABC	62	16	428	0.146	63	0.2	0.2	9.848	A
C-ABD	86	22	853	0.101	86	0.2	0.2	4.703	A
C-D	14	4			14				
C-A	229	57			229				

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-ACD	40	10	496	0.080	40	0.1	0.1	7.896	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.172	A
A-B	8	2			8				
A-C	89	22			89				
D-ABC	52	13	442	0.118	52	0.2	0.1	9.241	A
C-ABD	68	17	830	0.082	68	0.2	0.1	4.726	A
C-D	12	3			12				
C-A	196	49			196				

2025 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1

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 - Northampton Road N		ONE HOUR	✓	392	100.000
B - Green Lane E		ONE HOUR	✓	152	100.000
C - Northampton Road S		ONE HOUR	✓	172	100.000
D - Akeman Street		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	21	358	13
	B - Green Lane E	11	0	85	56
	C - Northampton Road S	133	28	0	12
	D - Akeman Street	2	35	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.35	11.76	0.5	B	139	209
A-BCD	0.03	4.26	0.0	A	19	29
A-B					19	29
A-C					321	481
D-ABC	0.15	10.96	0.2	B	49	73
C-ABD	0.06	5.36	0.1	A	31	47
C-D					10	15
C-A					116	174

Main Results for each time segment

07:15 - 07:30

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-ACD	114	29	510	0.224	113	0.0	0.3	9.041	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.256	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	40	10	421	0.095	40	0.0	0.1	9.436	A
C-ABD	25	6	711	0.034	24	0.0	0.0	5.239	A
C-D	8	2			8				
C-A	96	24			96				

07:30 - 07:45

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-ACD	136	34	495	0.276	136	0.3	0.4	10.029	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.136	A
A-B	19	5			19				
A-C	315	79			315				
D-ABC	48	12	406	0.117	48	0.1	0.1	10.030	B
C-ABD	30	8	711	0.043	30	0.0	0.1	5.290	A
C-D	10	3			10				
C-A	114	29			114				

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-ACD	167	42	473	0.353	166	0.4	0.5	11.715	B
A-BCD	26	6	929	0.027	25	0.0	0.0	3.983	A
A-B	23	6			23				
A-C	383	96			383				
D-ABC	58	15	387	0.151	58	0.1	0.2	10.951	B
C-ABD	39	10	711	0.055	39	0.1	0.1	5.358	A
C-D	12	3			12				
C-A	138	35			138				

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-ACD	167	42	473	0.353	167	0.5	0.5	11.762	B
A-BCD	26	6	929	0.027	26	0.0	0.0	3.985	A
A-B	23	6			23				
A-C	383	96			383				
D-ABC	58	15	387	0.151	58	0.2	0.2	10.964	B
C-ABD	39	10	711	0.055	39	0.1	0.1	5.358	A
C-D	12	3			12				
C-A	138	34			138				

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-ACD	136	34	495	0.276	137	0.5	0.4	10.086	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.137	A
A-B	19	5			19				
A-C	315	79			315				
D-ABC	48	12	406	0.117	48	0.2	0.1	10.050	B
C-ABD	30	8	711	0.043	30	0.1	0.1	5.293	A
C-D	10	3			10				
C-A	114	29			114				

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-ACD	114	29	510	0.224	115	0.4	0.3	9.112	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.257	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	40	10	420	0.095	40	0.1	0.1	9.468	A
C-ABD	25	6	711	0.035	25	0.1	0.0	5.245	A
C-D	8	2			8				
C-A	96	24			96				

2025 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2

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 - Northampton Road N		ONE HOUR	✓	142	100.000
B - Green Lane E		ONE HOUR	✓	53	100.000
C - Northampton Road S		ONE HOUR	✓	369	100.000
D - Akeman Street		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	11	121	11
	B - Green Lane E	11	0	18	24
	C - Northampton Road S	285	66	0	18
	D - Akeman Street	15	45	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.13	8.85	0.1	A	49	73
A-BCD	0.02	5.24	0.0	A	12	18
A-B					10	14
A-C					109	164
D-ABC	0.19	10.86	0.2	B	64	96
C-ABD	0.13	4.72	0.2	A	91	136
C-D					15	22
C-A					233	350

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-ACD	40	10	495	0.081	40	0.0	0.1	7.892	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.171	A
A-B	8	2			8				
A-C	90	22			90				
D-ABC	53	13	442	0.119	52	0.0	0.1	9.229	A
C-ABD	68	17	831	0.082	68	0.0	0.1	4.715	A
C-D	12	3			12				
C-A	197	49			197				

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-ACD	48	12	483	0.099	48	0.1	0.1	8.270	A
A-BCD	11	3	704	0.016	11	0.0	0.0	5.201	A
A-B	9	2			9				
A-C	107	27			107				
D-ABC	63	16	428	0.147	63	0.1	0.2	9.857	A
C-ABD	87	22	854	0.102	87	0.1	0.2	4.695	A
C-D	15	4			15				
C-A	230	58			230				

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-ACD	58	15	465	0.126	58	0.1	0.1	8.845	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.239	A
A-B	11	3			11				
A-C	130	33			130				
D-ABC	77	19	409	0.189	77	0.2	0.2	10.842	B
C-ABD	117	29	886	0.132	116	0.2	0.2	4.681	A
C-D	17	4			17				
C-A	273	68			273				

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-ACD	58	15	465	0.126	58	0.1	0.1	8.851	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.240	A
A-B	11	3			11				
A-C	130	33			130				
D-ABC	77	19	409	0.189	77	0.2	0.2	10.859	B
C-ABD	117	29	886	0.132	117	0.2	0.2	4.686	A
C-D	17	4			17				
C-A	273	68			273				

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-ACD	48	12	483	0.099	48	0.1	0.1	8.283	A
A-BCD	11	3	703	0.016	12	0.0	0.0	5.202	A
A-B	9	2			9				
A-C	107	27			107				
D-ABC	63	16	428	0.147	63	0.2	0.2	9.882	A
C-ABD	87	22	854	0.102	87	0.2	0.2	4.700	A
C-D	15	4			15				
C-A	230	58			230				

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-ACD	40	10	495	0.081	40	0.1	0.1	7.910	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.175	A
A-B	8	2			8				
A-C	90	22			90				
D-ABC	53	13	442	0.119	53	0.2	0.1	9.265	A
C-ABD	69	17	831	0.082	69	0.2	0.1	4.725	A
C-D	12	3			12				
C-A	197	49			197				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7

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 - Northampton Road N		ONE HOUR	✓	393	100.000
B - Green Lane E		ONE HOUR	✓	152	100.000
C - Northampton Road S		ONE HOUR	✓	173	100.000
D - Akeman Street		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	22	358	13
	B - Green Lane E	11	0	85	56
	C - Northampton Road S	133	29	0	12
	D - Akeman Street	2	35	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.35	11.77	0.5	B	139	209
A-BCD	0.03	4.26	0.0	A	20	29
A-B					20	30
A-C					321	481
D-ABC	0.15	10.97	0.2	B	49	73
C-ABD	0.06	5.37	0.1	A	33	49
C-D					10	15
C-A					116	174

Main Results for each time segment

07:15 - 07:30

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-ACD	114	29	510	0.224	113	0.0	0.3	9.046	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.255	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	40	10	420	0.095	40	0.0	0.1	9.442	A
C-ABD	25	6	711	0.036	25	0.0	0.0	5.247	A
C-D	8	2			8				
C-A	96	24			96				

07:30 - 07:45

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-ACD	136	34	494	0.276	136	0.3	0.4	10.036	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.135	A
A-B	20	5			20				
A-C	315	79			315				
D-ABC	48	12	406	0.117	48	0.1	0.1	10.037	B
C-ABD	31	8	711	0.044	31	0.0	0.1	5.301	A
C-D	10	3			10				
C-A	114	28			114				

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-ACD	167	42	473	0.353	166	0.4	0.5	11.729	B
A-BCD	26	6	930	0.027	26	0.0	0.0	3.981	A
A-B	24	6			24				
A-C	383	96			383				
D-ABC	58	15	387	0.151	58	0.1	0.2	10.961	B
C-ABD	41	10	711	0.057	41	0.1	0.1	5.370	A
C-D	12	3			12				
C-A	138	34			138				

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-ACD	167	42	473	0.354	167	0.5	0.5	11.775	B
A-BCD	26	6	930	0.028	26	0.0	0.0	3.982	A
A-B	24	6			24				
A-C	383	96			383				
D-ABC	58	15	386	0.151	58	0.2	0.2	10.974	B
C-ABD	41	10	711	0.057	41	0.1	0.1	5.373	A
C-D	12	3			12				
C-A	138	34			138				

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-ACD	136	34	494	0.276	137	0.5	0.4	10.094	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.137	A
A-B	20	5			20				
A-C	315	79			315				
D-ABC	48	12	406	0.118	48	0.2	0.1	10.056	B
C-ABD	32	8	711	0.044	32	0.1	0.1	5.303	A
C-D	10	3			10				
C-A	114	28			114				

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-ACD	114	29	510	0.224	115	0.4	0.3	9.117	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.257	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	40	10	420	0.095	40	0.1	0.1	9.472	A
C-ABD	25	6	711	0.036	26	0.1	0.0	5.251	A
C-D	8	2			8				
C-A	96	24			96				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	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	Relationship type	Relationship
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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 - Northampton Road N		ONE HOUR	✓	143	100.000
B - Green Lane E		ONE HOUR	✓	57	100.000
C - Northampton Road S		ONE HOUR	✓	371	100.000
D - Akeman Street		ONE HOUR	✓	71	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	12	121	11
	B - Green Lane E	12	0	20	25
	C - Northampton Road S	285	68	0	18
	D - Akeman Street	15	46	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.13	8.92	0.2	A	52	79
A-BCD	0.02	5.24	0.0	A	12	18
A-B					10	16
A-C					109	164
D-ABC	0.19	10.93	0.2	B	65	98
C-ABD	0.14	4.74	0.2	A	94	140
C-D					15	22
C-A					233	349

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-ACD	43	11	497	0.086	43	0.0	0.1	7.920	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.172	A
A-B	9	2			9				
A-C	90	22			90				
D-ABC	53	13	441	0.121	53	0.0	0.1	9.264	A
C-ABD	70	18	831	0.085	70	0.0	0.1	4.729	A
C-D	12	3			12				
C-A	197	49			197				

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-ACD	51	13	484	0.106	51	0.1	0.1	8.315	A
A-BCD	11	3	704	0.016	11	0.0	0.0	5.201	A
A-B	10	3			10				
A-C	107	27			107				
D-ABC	64	16	427	0.150	64	0.1	0.2	9.906	A
C-ABD	90	22	854	0.105	90	0.1	0.2	4.714	A
C-D	15	4			15				
C-A	230	57			230				

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-ACD	63	16	466	0.135	63	0.1	0.2	8.915	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.239	A
A-B	13	3			13				
A-C	130	33			130				
D-ABC	78	20	408	0.192	78	0.2	0.2	10.912	B
C-ABD	120	30	885	0.136	120	0.2	0.2	4.706	A
C-D	17	4			17				
C-A	271	68			271				

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-ACD	63	16	466	0.135	63	0.2	0.2	8.922	A
A-BCD	15	4	702	0.021	15	0.0	0.0	5.242	A
A-B	13	3			13				
A-C	130	33			130				
D-ABC	78	20	408	0.192	78	0.2	0.2	10.930	B
C-ABD	120	30	886	0.136	120	0.2	0.2	4.710	A
C-D	17	4			17				
C-A	271	68			271				

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-ACD	51	13	484	0.106	51	0.2	0.1	8.326	A
A-BCD	12	3	703	0.016	12	0.0	0.0	5.205	A
A-B	10	3			10				
A-C	107	27			107				
D-ABC	64	16	427	0.150	64	0.2	0.2	9.931	A
C-ABD	90	22	854	0.105	90	0.2	0.2	4.720	A
C-D	15	4			15				
C-A	229	57			229				

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-ACD	43	11	497	0.087	43	0.1	0.1	7.941	A
A-BCD	9	2	705	0.013	9	0.0	0.0	5.176	A
A-B	9	2			9				
A-C	90	22			90				
D-ABC	53	13	441	0.121	54	0.2	0.1	9.303	A
C-ABD	71	18	831	0.085	71	0.2	0.1	4.737	A
C-D	12	3			12				
C-A	197	49			197				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11

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 - Northampton Road N		ONE HOUR	✓	393	100.000
B - Green Lane E		ONE HOUR	✓	161	100.000
C - Northampton Road S		ONE HOUR	✓	175	100.000
D - Akeman Street		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	22	358	13
	B - Green Lane E	11	0	92	58
	C - Northampton Road S	133	31	0	12
	D - Akeman Street	2	36	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.37	12.10	0.6	B	148	221
A-BCD	0.03	4.26	0.0	A	20	29
A-B					20	30
A-C					321	481
D-ABC	0.15	11.05	0.2	B	50	74
C-ABD	0.06	5.39	0.1	A	35	52
C-D					10	15
C-A					116	173

Main Results for each time segment

07:15 - 07:30

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-ACD	121	30	512	0.237	120	0.0	0.3	9.156	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.257	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	41	10	420	0.097	40	0.0	0.1	9.479	A
C-ABD	27	7	711	0.038	27	0.0	0.1	5.260	A
C-D	8	2			8				
C-A	96	24			96				

07:30 - 07:45

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-ACD	145	36	496	0.291	144	0.3	0.4	10.214	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.138	A
A-B	20	5			20				
A-C	315	79			315				
D-ABC	49	12	405	0.120	49	0.1	0.1	10.087	B
C-ABD	34	8	711	0.047	34	0.1	0.1	5.318	A
C-D	10	2			10				
C-A	114	28			114				

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-ACD	177	44	475	0.373	176	0.4	0.6	12.042	B
A-BCD	26	6	929	0.028	26	0.0	0.0	3.984	A
A-B	24	6			24				
A-C	383	96			383				
D-ABC	60	15	385	0.154	59	0.1	0.2	11.035	B
C-ABD	43	11	711	0.061	43	0.1	0.1	5.394	A
C-D	12	3			12				
C-A	137	34			137				

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-ACD	177	44	475	0.373	177	0.6	0.6	12.098	B
A-BCD	26	6	929	0.028	26	0.0	0.0	3.984	A
A-B	24	6			24				
A-C	383	96			383				
D-ABC	60	15	385	0.155	60	0.2	0.2	11.048	B
C-ABD	43	11	711	0.061	43	0.1	0.1	5.394	A
C-D	12	3			12				
C-A	137	34			137				

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-ACD	145	36	496	0.291	145	0.6	0.4	10.280	B
A-BCD	19	5	889	0.021	19	0.0	0.0	4.138	A
A-B	20	5			20				
A-C	315	79			315				
D-ABC	49	12	405	0.120	49	0.2	0.1	10.106	B
C-ABD	34	8	711	0.047	34	0.1	0.1	5.320	A
C-D	10	2			10				
C-A	114	28			114				

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-ACD	121	30	512	0.237	121	0.4	0.3	9.234	A
A-BCD	14	4	860	0.017	14	0.0	0.0	4.260	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	41	10	419	0.097	41	0.1	0.1	9.510	A
C-ABD	27	7	711	0.038	27	0.1	0.1	5.266	A
C-D	8	2			8				
C-A	96	24			96				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Lane / Akeman Street	Crossroads	Two-way	Two-way	Two-way	Two-way		2.95	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

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 - Northampton Road N		ONE HOUR	✓	143	100.000
B - Green Lane E		ONE HOUR	✓	61	100.000
C - Northampton Road S		ONE HOUR	✓	375	100.000
D - Akeman Street		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	12	121	11
	B - Green Lane E	12	0	23	26
	C - Northampton Road S	285	72	0	18
	D - Akeman Street	15	47	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Northampton Road N	B - Green Lane E	C - Northampton Road S	D - Akeman Street
From	A - Northampton Road N	0	0	0	0
	B - Green Lane E	0	0	0	0
	C - Northampton Road S	0	0	0	0
	D - Akeman Street	0	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-ACD	0.14	8.94	0.2	A	56	84
A-BCD	0.02	5.25	0.0	A	12	18
A-B					10	16
A-C					109	164
D-ABC	0.20	11.01	0.2	B	66	99
C-ABD	0.14	4.76	0.3	A	99	149
C-D					15	22
C-A					231	346

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-ACD	46	11	501	0.092	46	0.0	0.1	7.906	A
A-BCD	9	2	704	0.013	9	0.0	0.0	5.179	A
A-B	9	2			9				
A-C	90	22			90				
D-ABC	54	14	440	0.123	54	0.0	0.1	9.307	A
C-ABD	75	19	831	0.090	74	0.0	0.1	4.755	A
C-D	12	3			12				
C-A	196	49			196				

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-ACD	55	14	488	0.113	55	0.1	0.1	8.311	A
A-BCD	12	3	702	0.016	11	0.0	0.0	5.211	A
A-B	10	3			10				
A-C	107	27			107				
D-ABC	65	16	426	0.152	65	0.1	0.2	9.963	A
C-ABD	95	24	854	0.111	95	0.1	0.2	4.747	A
C-D	14	4			14				
C-A	228	57			228				

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-ACD	67	17	470	0.143	67	0.1	0.2	8.926	A
A-BCD	15	4	700	0.021	15	0.0	0.0	5.251	A
A-B	13	3			13				
A-C	130	33			130				
D-ABC	79	20	406	0.195	79	0.2	0.2	11.002	B
C-ABD	127	32	885	0.144	127	0.2	0.3	4.748	A
C-D	17	4			17				
C-A	269	67			269				

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-ACD	67	17	470	0.143	67	0.2	0.2	8.935	A
A-BCD	15	4	700	0.021	15	0.0	0.0	5.252	A
A-B	13	3			13				
A-C	130	33			130				
D-ABC	79	20	406	0.195	79	0.2	0.2	11.012	B
C-ABD	127	32	886	0.144	127	0.3	0.3	4.754	A
C-D	17	4			17				
C-A	269	67			269				

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-ACD	55	14	488	0.113	55	0.2	0.1	8.323	A
A-BCD	12	3	702	0.016	12	0.0	0.0	5.214	A
A-B	10	3			10				
A-C	107	27			107				
D-ABC	65	16	426	0.152	65	0.2	0.2	9.989	A
C-ABD	95	24	854	0.111	95	0.3	0.2	4.751	A
C-D	14	4			14				
C-A	228	57			228				

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-ACD	46	11	500	0.092	46	0.1	0.1	7.928	A
A-BCD	9	2	704	0.013	9	0.0	0.0	5.184	A
A-B	9	2			9				
A-C	90	22			90				
D-ABC	54	14	440	0.123	54	0.2	0.1	9.346	A
C-ABD	75	19	831	0.090	75	0.2	0.1	4.763	A
C-D	12	3			12				
C-A	195	49			195				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A4095 - The Hale.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 10:04:17

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Observed					
Stream B-AC	0.2	10.10	0.20	0.3	10.15	0.25
Stream C-AB	0.0	6.24	0.01	0.0	5.46	0.01
	2021 Factored					
Stream B-AC	0.3	10.39	0.21	0.4	10.44	0.27
Stream C-AB	0.0	6.25	0.01	0.0	5.42	0.01
	2025 Future Year					
Stream B-AC	0.3	10.44	0.21	0.4	10.49	0.27
Stream C-AB	0.0	6.25	0.01	0.0	5.42	0.01
	2025 + CD					
Stream B-AC	0.3	10.89	0.22	0.5	12.15	0.35
Stream C-AB	0.0	6.21	0.01	0.0	5.37	0.02
	2025 + CD + D					
Stream B-AC	0.4	11.77	0.28	0.6	12.64	0.37
Stream C-AB	0.0	6.25	0.01	0.0	5.40	0.02

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	15	✓		
D2	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2
D7	Committed Development	AM	ONE HOUR	07:15	08:45	15			
D8	Committed Development	PM	ONE HOUR	16:45	18:15	15			
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D11	Development	AM	ONE HOUR	07:15	08:45	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2021-2025 AM		1.0085
G2	2021-2025 PM		1.0083
G3	2021-2025 AM		1.0526

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

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4095 E		Major
B	The Hale		Minor
C	A4095 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 - A4095 W	6.75			30.2	✓	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 - The Hale	One lane	3.04	21	94

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	533	0.094	0.237	0.149	0.339
B-C	686	0.102	0.257	-	-
C-B	591	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	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 - A4095 E		ONE HOUR	✓	392	100.000
B - The Hale		ONE HOUR	✓	79	100.000
C - A4095 W		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	114	278
	B - The Hale	70	0	9
	C - A4095 W	107	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.20	10.10	0.2	B	72	109
C-AB	0.01	6.24	0.0	A	3	5
C-A					98	146
A-B					105	157
A-C					255	383

Main Results for each time segment

07:15 - 07:30

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	59	15	476	0.125	59	0.0	0.1	8.617	A
C-AB	3	0.66	583	0.004	3	0.0	0.0	6.201	A
C-A	80	20			80				
A-B	86	21			86				
A-C	209	52			209				

07:30 - 07:45

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	71	18	462	0.154	71	0.1	0.2	9.188	A
C-AB	3	0.81	582	0.006	3	0.0	0.0	6.218	A
C-A	96	24			96				
A-B	102	26			102				
A-C	250	62			250				

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	87	22	444	0.196	87	0.2	0.2	10.082	B
C-AB	4	1	581	0.007	4	0.0	0.0	6.238	A
C-A	117	29			117				
A-B	126	31			126				
A-C	306	77			306				

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	87	22	444	0.196	87	0.2	0.2	10.095	B
C-AB	4	1	581	0.007	4	0.0	0.0	6.238	A
C-A	117	29			117				
A-B	126	31			126				
A-C	306	77			306				

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	71	18	462	0.154	71	0.2	0.2	9.209	A
C-AB	3	0.81	582	0.006	3	0.0	0.0	6.221	A
C-A	96	24			96				
A-B	102	26			102				
A-C	250	62			250				

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	59	15	476	0.125	60	0.2	0.1	8.647	A
C-AB	3	0.66	583	0.005	3	0.0	0.0	6.201	A
C-A	80	20			80				
A-B	86	21			86				
A-C	209	52			209				

2021 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	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 - A4095 E		ONE HOUR	✓	175	100.000
B - The Hale		ONE HOUR	✓	108	100.000
C - A4095 W		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	82	93
	B - The Hale	101	0	7
	C - A4095 W	200	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.25	10.15	0.3	B	99	149
C-AB	0.01	5.46	0.0	A	8	11
C-A					181	272
A-B					75	113
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	81	20	495	0.164	81	0.0	0.2	8.676	A
C-AB	6	1	666	0.009	6	0.0	0.0	5.454	A
C-A	149	37			149				
A-B	62	15			62				
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	97	24	486	0.200	97	0.2	0.2	9.251	A
C-AB	7	2	681	0.011	7	0.0	0.0	5.345	A
C-A	178	44			178				
A-B	74	18			74				
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	119	30	474	0.251	119	0.2	0.3	10.133	B
C-AB	10	2	702	0.014	10	0.0	0.0	5.200	A
C-A	217	54			217				
A-B	90	23			90				
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	119	30	474	0.251	119	0.3	0.3	10.151	B
C-AB	10	2	702	0.014	10	0.0	0.0	5.200	A
C-A	217	54			217				
A-B	90	23			90				
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	97	24	486	0.200	97	0.3	0.3	9.277	A
C-AB	7	2	681	0.011	7	0.0	0.0	5.345	A
C-A	178	44			178				
A-B	74	18			74				
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	81	20	495	0.164	82	0.3	0.2	8.717	A
C-AB	6	1	666	0.009	6	0.0	0.0	5.456	A
C-A	149	37			149				
A-B	62	15			62				
A-C	70	18			70				

2021 Factored, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		1.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3

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 - A4095 E		ONE HOUR	✓	413	100.000
B - The Hale		ONE HOUR	✓	83	100.000
C - A4095 W		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	120	293
	B - The Hale	74	0	9
	C - A4095 W	113	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.21	10.39	0.3	B	76	114
C-AB	0.01	6.25	0.0	A	4	5
C-A					103	154
A-B					110	165
A-C					269	403

Main Results for each time segment

07:15 - 07:30

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	63	16	472	0.133	62	0.0	0.2	8.759	A
C-AB	3	0.70	583	0.005	3	0.0	0.0	6.206	A
C-A	84	21			84				
A-B	90	23			90				
A-C	220	55			220				

07:30 - 07:45

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	75	19	458	0.163	75	0.2	0.2	9.384	A
C-AB	3	0.86	582	0.006	3	0.0	0.0	6.223	A
C-A	101	25			101				
A-B	108	27			108				
A-C	263	66			263				

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	92	23	438	0.209	91	0.2	0.3	10.371	B
C-AB	4	1	581	0.008	4	0.0	0.0	6.243	A
C-A	123	31			123				
A-B	132	33			132				
A-C	322	81			322				

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	92	23	438	0.209	92	0.3	0.3	10.387	B
C-AB	4	1	581	0.008	4	0.0	0.0	6.246	A
C-A	123	31			123				
A-B	132	33			132				
A-C	322	81			322				

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	75	19	458	0.163	75	0.3	0.2	9.404	A
C-AB	3	0.86	582	0.006	3	0.0	0.0	6.226	A
C-A	101	25			101				
A-B	108	27			108				
A-C	263	66			263				

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	63	16	472	0.133	63	0.2	0.2	8.792	A
C-AB	3	0.70	583	0.005	3	0.0	0.0	6.206	A
C-A	84	21			84				
A-B	90	23			90				
A-C	220	55			220				

2021 Factored, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3

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 - A4095 E		ONE HOUR	✓	184	100.000
B - The Hale		ONE HOUR	✓	114	100.000
C - A4095 W		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	86	98
	B - The Hale	106	0	7
	C - A4095 W	211	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.27	10.44	0.4	B	104	156
C-AB	0.01	5.42	0.0	A	8	12
C-A					191	286
A-B					79	119
A-C					90	135

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	492	0.174	85	0.0	0.2	8.816	A
C-AB	6	2	670	0.009	6	0.0	0.0	5.424	A
C-A	157	39			157				
A-B	65	16			65				
A-C	74	18			74				

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	483	0.212	102	0.2	0.3	9.443	A
C-AB	8	2	686	0.011	8	0.0	0.0	5.310	A
C-A	187	47			187				
A-B	78	19			78				
A-C	88	22			88				

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	125	31	470	0.266	125	0.3	0.4	10.417	B
C-AB	10	3	708	0.015	10	0.0	0.0	5.160	A
C-A	228	57			228				
A-B	95	24			95				
A-C	108	27			108				

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	125	31	470	0.266	125	0.4	0.4	10.439	B
C-AB	10	3	708	0.015	10	0.0	0.0	5.160	A
C-A	228	57			228				
A-B	95	24			95				
A-C	108	27			108				

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	483	0.212	103	0.4	0.3	9.472	A
C-AB	8	2	686	0.011	8	0.0	0.0	5.310	A
C-A	187	47			187				
A-B	78	19			78				
A-C	88	22			88				

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	492	0.174	86	0.3	0.2	8.863	A
C-AB	6	2	670	0.009	6	0.0	0.0	5.424	A
C-A	157	39			157				
A-B	65	16			65				
A-C	74	18			74				

2025 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1

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 - A4095 E		ONE HOUR	✓	416	100.000
B - The Hale		ONE HOUR	✓	84	100.000
C - A4095 W		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	121	295
	B - The Hale	74	0	10
	C - A4095 W	114	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.21	10.44	0.3	B	77	115
C-AB	0.01	6.25	0.0	A	4	5
C-A					104	155
A-B					111	167
A-C					271	406

Main Results for each time segment

07:15 - 07:30

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	63	16	472	0.134	63	0.0	0.2	8.782	A
C-AB	3	0.70	583	0.005	3	0.0	0.0	6.207	A
C-A	85	21			85				
A-B	91	23			91				
A-C	222	56			222				

07:30 - 07:45

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	75	19	457	0.165	75	0.2	0.2	9.418	A
C-AB	3	0.87	582	0.006	3	0.0	0.0	6.224	A
C-A	101	25			101				
A-B	109	27			109				
A-C	265	66			265				

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	92	23	437	0.211	92	0.2	0.3	10.422	B
C-AB	4	1	581	0.008	4	0.0	0.0	6.244	A
C-A	124	31			124				
A-B	133	33			133				
A-C	325	81			325				

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	92	23	437	0.211	92	0.3	0.3	10.438	B
C-AB	4	1	581	0.008	4	0.0	0.0	6.247	A
C-A	124	31			124				
A-B	133	33			133				
A-C	325	81			325				

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	75	19	457	0.165	76	0.3	0.2	9.441	A
C-AB	3	0.87	582	0.006	3	0.0	0.0	6.226	A
C-A	101	25			101				
A-B	109	27			109				
A-C	265	66			265				

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	63	16	472	0.134	63	0.2	0.2	8.817	A
C-AB	3	0.70	583	0.005	3	0.0	0.0	6.207	A
C-A	85	21			85				
A-B	91	23			91				
A-C	222	56			222				

2025 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2

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 - A4095 E		ONE HOUR	✓	186	100.000
B - The Hale		ONE HOUR	✓	115	100.000
C - A4095 W		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	87	99
	B - The Hale	107	0	7
	C - A4095 W	212	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.27	10.49	0.4	B	105	158
C-AB	0.01	5.42	0.0	A	8	12
C-A					192	289
A-B					80	120
A-C					91	136

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	22	492	0.175	85	0.0	0.2	8.840	A
C-AB	6	2	671	0.009	6	0.0	0.0	5.419	A
C-A	158	40			158				
A-B	66	16			66				
A-C	74	19			74				

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	103	26	482	0.214	103	0.2	0.3	9.476	A
C-AB	8	2	686	0.012	8	0.0	0.0	5.304	A
C-A	189	47			189				
A-B	78	20			78				
A-C	89	22			89				

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	32	469	0.269	126	0.3	0.4	10.466	B
C-AB	10	3	709	0.015	10	0.0	0.0	5.153	A
C-A	230	58			230				
A-B	96	24			96				
A-C	109	27			109				

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	32	469	0.269	126	0.4	0.4	10.489	B
C-AB	10	3	709	0.015	10	0.0	0.0	5.155	A
C-A	230	58			230				
A-B	96	24			96				
A-C	109	27			109				

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	103	26	482	0.214	103	0.4	0.3	9.506	A
C-AB	8	2	686	0.012	8	0.0	0.0	5.307	A
C-A	189	47			189				
A-B	78	20			78				
A-C	89	22			89				

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	22	492	0.175	87	0.3	0.2	8.887	A
C-AB	6	2	671	0.009	6	0.0	0.0	5.421	A
C-A	158	40			158				
A-B	66	16			66				
A-C	74	19			74				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		1.39	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7

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 - A4095 E		ONE HOUR	✓	462	100.000
B - The Hale		ONE HOUR	✓	85	100.000
C - A4095 W		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	133	329
	B - The Hale	75	0	10
	C - A4095 W	131	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.22	10.89	0.3	B	78	117
C-AB	0.01	6.21	0.0	A	4	6
C-A					119	179
A-B					122	183
A-C					302	453

Main Results for each time segment

07:15 - 07:30

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	64	16	463	0.138	63	0.0	0.2	8.981	A
C-AB	3	0.72	585	0.005	3	0.0	0.0	6.188	A
C-A	98	24			98				
A-B	100	25			100				
A-C	248	62			248				

07:30 - 07:45

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	76	19	447	0.171	76	0.2	0.2	9.711	A
C-AB	4	0.90	584	0.006	4	0.0	0.0	6.199	A
C-A	117	29			117				
A-B	120	30			120				
A-C	296	74			296				

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	424	0.220	93	0.2	0.3	10.866	B
C-AB	5	1	584	0.008	5	0.0	0.0	6.211	A
C-A	143	36			143				
A-B	146	37			146				
A-C	362	91			362				

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	93	23	424	0.220	93	0.3	0.3	10.886	B
C-AB	5	1	584	0.008	5	0.0	0.0	6.211	A
C-A	143	36			143				
A-B	146	37			146				
A-C	362	91			362				

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	76	19	447	0.171	77	0.3	0.2	9.738	A
C-AB	4	0.90	584	0.006	4	0.0	0.0	6.200	A
C-A	117	29			117				
A-B	120	30			120				
A-C	296	74			296				

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	64	16	463	0.138	64	0.2	0.2	9.033	A
C-AB	3	0.72	585	0.005	3	0.0	0.0	6.188	A
C-A	98	24			98				
A-B	100	25			100				
A-C	248	62			248				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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 - A4095 E		ONE HOUR	✓	241	100.000
B - The Hale		ONE HOUR	✓	143	100.000
C - A4095 W		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	115	126
	B - The Hale	135	0	7
	C - A4095 W	239	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.35	12.15	0.5	B	131	196
C-AB	0.02	5.37	0.0	A	9	13
C-A					217	325
A-B					106	158
A-C					115	173

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	480	0.224	106	0.0	0.3	9.593	A
C-AB	7	2	676	0.010	6	0.0	0.0	5.374	A
C-A	178	45			178				
A-B	87	22			87				
A-C	95	24			95				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	469	0.273	128	0.3	0.4	10.541	B
C-AB	8	2	694	0.012	8	0.0	0.0	5.252	A
C-A	213	53			213				
A-B	103	26			103				
A-C	113	28			113				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	453	0.346	156	0.4	0.5	12.100	B
C-AB	11	3	718	0.015	11	0.0	0.0	5.090	A
C-A	259	65			259				
A-B	127	32			127				
A-C	138	35			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	157	39	453	0.346	157	0.5	0.5	12.148	B
C-AB	11	3	718	0.015	11	0.0	0.0	5.092	A
C-A	259	65			259				
A-B	127	32			127				
A-C	138	35			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	128	32	469	0.273	129	0.5	0.4	10.600	B
C-AB	8	2	694	0.012	8	0.0	0.0	5.252	A
C-A	213	53			213				
A-B	103	26			103				
A-C	113	28			113				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	480	0.224	108	0.4	0.3	9.671	A
C-AB	7	2	676	0.010	7	0.0	0.0	5.375	A
C-A	178	45			178				
A-B	87	22			87				
A-C	95	24			95				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11

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 - A4095 E		ONE HOUR	✓	470	100.000
B - The Hale		ONE HOUR	✓	106	100.000
C - A4095 W		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	141	329
	B - The Hale	94	0	11
	C - A4095 W	131	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.28	11.77	0.4	B	97	146
C-AB	0.01	6.25	0.0	A	5	7
C-A					119	178
A-B					129	194
A-C					302	453

Main Results for each time segment

07:15 - 07:30

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	80	20	461	0.173	79	0.0	0.2	9.388	A
C-AB	4	0.95	583	0.007	4	0.0	0.0	6.211	A
C-A	98	24			98				
A-B	106	27			106				
A-C	248	62			248				

07:30 - 07:45

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	445	0.214	95	0.2	0.3	10.271	B
C-AB	5	1	583	0.008	5	0.0	0.0	6.227	A
C-A	116	29			116				
A-B	127	32			127				
A-C	296	74			296				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	422	0.276	116	0.3	0.4	11.734	B
C-AB	6	2	582	0.011	6	0.0	0.0	6.246	A
C-A	142	36			142				
A-B	155	39			155				
A-C	362	91			362				

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	116	29	422	0.276	116	0.4	0.4	11.766	B
C-AB	6	2	582	0.011	6	0.0	0.0	6.248	A
C-A	142	36			142				
A-B	155	39			155				
A-C	362	91			362				

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	445	0.214	95	0.4	0.3	10.311	B
C-AB	5	1	583	0.008	5	0.0	0.0	6.230	A
C-A	116	29			116				
A-B	127	32			127				
A-C	296	74			296				

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	80	20	461	0.173	80	0.3	0.2	9.442	A
C-AB	4	0.95	583	0.007	4	0.0	0.0	6.214	A
C-A	98	24			98				
A-B	106	27			106				
A-C	248	62			248				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 / The Hale	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	Relationship type	Relationship
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

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 - A4095 E		ONE HOUR	✓	257	100.000
B - The Hale		ONE HOUR	✓	152	100.000
C - A4095 W		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	131	126
	B - The Hale	143	0	8
	C - A4095 W	239	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 E	B - The Hale	C - A4095 W
From	A - A4095 E	0	0	0
	B - The Hale	0	0	0
	C - A4095 W	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-AC	0.37	12.64	0.6	B	139	209
C-AB	0.02	5.40	0.0	A	10	15
C-A					216	324
A-B					120	180
A-C					115	173

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	114	29	479	0.238	113	0.0	0.3	9.789	A
C-AB	8	2	674	0.011	8	0.0	0.0	5.402	A
C-A	178	45			178				
A-B	99	25			99				
A-C	95	24			95				

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	136	34	468	0.291	136	0.3	0.4	10.832	B
C-AB	10	2	691	0.014	10	0.0	0.0	5.284	A
C-A	212	53			212				
A-B	118	29			118				
A-C	113	28			113				

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	167	42	452	0.370	166	0.4	0.6	12.580	B
C-AB	13	3	715	0.018	13	0.0	0.0	5.127	A
C-A	259	65			259				
A-B	144	36			144				
A-C	138	35			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	167	42	452	0.370	167	0.6	0.6	12.637	B
C-AB	13	3	715	0.018	13	0.0	0.0	5.130	A
C-A	259	65			259				
A-B	144	36			144				
A-C	138	35			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	136	34	468	0.291	137	0.6	0.4	10.903	B
C-AB	10	2	691	0.014	10	0.0	0.0	5.284	A
C-A	212	53			212				
A-B	118	29			118				
A-C	113	28			113				

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	114	29	479	0.238	115	0.4	0.3	9.875	A
C-AB	8	2	674	0.011	8	0.0	0.0	5.403	A
C-A	178	45			178				
A-B	99	25			99				
A-C	95	24			95				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A4095 - Alchester Road.j10
Path: T:\Projects\14000 Series\14377ITB Green Lane, Chesterton\Tech\Junction Assessments\Picady
Report generation date: 28/04/2022 10:07:31

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Observed					
Stream B-AC	0.2	8.72	0.15	0.1	8.02	0.10
Stream C-AB	0.0	5.60	0.02	0.0	4.94	0.03
	2021 Factored					
Stream B-AC	0.2	8.96	0.16	0.1	8.16	0.10
Stream C-AB	0.0	5.59	0.02	0.0	4.91	0.03
	2025 Future Year					
Stream B-AC	0.2	9.01	0.16	0.1	8.19	0.10
Stream C-AB	0.0	5.59	0.02	0.0	4.90	0.03
	2025 + CD					
Stream B-AC	0.2	9.39	0.16	0.1	8.69	0.11
Stream C-AB	0.0	5.58	0.02	0.0	4.78	0.03
	2025 + CD + D					
Stream B-AC	0.2	9.50	0.17	0.1	8.66	0.12
Stream C-AB	0.0	5.56	0.03	0.1	4.79	0.04

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	15	✓		
D2	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2
D7	Committed Development	AM	ONE HOUR	07:15	08:45	15			
D8	Committed Development	PM	ONE HOUR	16:45	18:15	15			
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D11	Development	AM	ONE HOUR	07:15	08:45	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2021-2025 AM		1.0085
G2	2021-2025 PM		1.0083
G3	2021 COVID Factor		1.0526

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

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4095 N		Major
B	Alchester Road		Minor
C	A4095 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 - A4095 S	6.75			100.0	✓	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 - Alchester Road	One lane	4.20	51	51

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	582	0.102	0.259	0.163	0.370
B-C	735	0.109	0.275	-	-
C-B	632	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:15	08:45	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 - A4095 N		ONE HOUR	✓	406	100.000
B - Alchester Road		ONE HOUR	✓	64	100.000
C - A4095 S		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	35	371
	B - Alchester Road	43	0	21
	C - A4095 S	176	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.15	8.72	0.2	A	59	88
C-AB	0.02	5.60	0.0	A	10	15
C-A					159	238
A-B					32	48
A-C					340	511

Main Results for each time segment

07:15 - 07:30

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	48	12	528	0.091	48	0.0	0.1	7.488	A
C-AB	8	2	651	0.012	8	0.0	0.0	5.596	A
C-A	131	33			131				
A-B	26	7			26				
A-C	279	70			279				

07:30 - 07:45

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	58	14	509	0.113	57	0.1	0.1	7.964	A
C-AB	9	2	656	0.014	9	0.0	0.0	5.570	A
C-A	156	39			156				
A-B	31	8			31				
A-C	334	83			334				

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	70	18	483	0.146	70	0.1	0.2	8.713	A
C-AB	12	3	663	0.019	12	0.0	0.0	5.532	A
C-A	190	48			190				
A-B	39	10			39				
A-C	408	102			408				

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	70	18	483	0.146	70	0.2	0.2	8.720	A
C-AB	12	3	663	0.019	12	0.0	0.0	5.532	A
C-A	190	48			190				
A-B	39	10			39				
A-C	408	102			408				

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	58	14	509	0.113	58	0.2	0.1	7.975	A
C-AB	9	2	656	0.014	10	0.0	0.0	5.573	A
C-A	156	39			156				
A-B	31	8			31				
A-C	334	83			334				

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	48	12	528	0.091	48	0.1	0.1	7.506	A
C-AB	8	2	651	0.012	8	0.0	0.0	5.598	A
C-A	131	33			131				
A-B	26	7			26				
A-C	279	70			279				

2021 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	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
D2	2021 Observed	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 - A4095 N		ONE HOUR	✓	205	100.000
B - Alchester Road		ONE HOUR	✓	43	100.000
C - A4095 S		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	32	173
	B - Alchester Road	36	0	7
	C - A4095 S	290	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.10	8.02	0.1	A	39	59
C-AB	0.03	4.94	0.0	A	17	26
C-A					260	390
A-B					29	44
A-C					159	238

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	32	8	530	0.061	32	0.0	0.1	7.226	A
C-AB	13	3	741	0.017	13	0.0	0.0	4.940	A
C-A	215	54			215				
A-B	24	6			24				
A-C	130	33			130				

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	39	10	516	0.075	39	0.1	0.1	7.540	A
C-AB	16	4	764	0.021	16	0.0	0.0	4.816	A
C-A	255	64			255				
A-B	29	7			29				
A-C	156	39			156				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	496	0.095	47	0.1	0.1	8.012	A
C-AB	22	6	795	0.028	22	0.0	0.0	4.656	A
C-A	310	78			310				
A-B	35	9			35				
A-C	190	48			190				

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	47	12	496	0.095	47	0.1	0.1	8.016	A
C-AB	22	6	795	0.028	22	0.0	0.0	4.657	A
C-A	310	78			310				
A-B	35	9			35				
A-C	190	48			190				

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	39	10	516	0.075	39	0.1	0.1	7.547	A
C-AB	16	4	764	0.022	16	0.0	0.0	4.817	A
C-A	255	64			255				
A-B	29	7			29				
A-C	156	39			156				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	530	0.061	32	0.1	0.1	7.236	A
C-AB	13	3	741	0.017	13	0.0	0.0	4.942	A
C-A	215	54			215				
A-B	24	6			24				
A-C	130	33			130				

2021 Factored, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	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)	Run automatically	Relationship type	Relationship
D3	2021 Factored	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D1*G3

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 - A4095 N		ONE HOUR	✓	427	100.000
B - Alchester Road		ONE HOUR	✓	67	100.000
C - A4095 S		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	37	391
	B - Alchester Road	45	0	22
	C - A4095 S	185	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.16	8.96	0.2	A	62	93
C-AB	0.02	5.59	0.0	A	11	16
C-A					167	251
A-B					34	51
A-C					358	538

Main Results for each time segment

07:15 - 07:30

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	51	13	523	0.097	50	0.0	0.1	7.609	A
C-AB	8	2	652	0.012	8	0.0	0.0	5.589	A
C-A	138	34			138				
A-B	28	7			28				
A-C	294	73			294				

07:30 - 07:45

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	61	15	503	0.120	60	0.1	0.1	8.128	A
C-AB	10	3	657	0.015	10	0.0	0.0	5.561	A
C-A	164	41			164				
A-B	33	8			33				
A-C	351	88			351				

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	74	19	476	0.156	74	0.1	0.2	8.956	A
C-AB	13	3	665	0.020	13	0.0	0.0	5.520	A
C-A	200	50			200				
A-B	41	10			41				
A-C	430	107			430				

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	74	19	476	0.156	74	0.2	0.2	8.963	A
C-AB	13	3	665	0.020	13	0.0	0.0	5.522	A
C-A	200	50			200				
A-B	41	10			41				
A-C	430	107			430				

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	61	15	503	0.120	61	0.2	0.1	8.138	A
C-AB	10	3	657	0.015	10	0.0	0.0	5.564	A
C-A	164	41			164				
A-B	33	8			33				
A-C	351	88			351				

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	51	13	523	0.097	51	0.1	0.1	7.628	A
C-AB	8	2	652	0.012	8	0.0	0.0	5.589	A
C-A	138	34			138				
A-B	28	7			28				
A-C	294	73			294				

2021 Factored, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	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	Relationship type	Relationship
D4	2021 Factored	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G3

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 - A4095 N		ONE HOUR	✓	216	100.000
B - Alchester Road		ONE HOUR	✓	45	100.000
C - A4095 S		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	34	182
	B - Alchester Road	38	0	7
	C - A4095 S	305	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.10	8.16	0.1	A	42	62
C-AB	0.03	4.91	0.0	A	18	28
C-A					273	410
A-B					31	46
A-C					167	251

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	34	9	526	0.065	34	0.0	0.1	7.307	A
C-AB	14	3	747	0.018	14	0.0	0.0	4.906	A
C-A	226	56			226				
A-B	25	6			25				
A-C	137	34			137				

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	41	10	511	0.080	41	0.1	0.1	7.646	A
C-AB	18	4	771	0.023	18	0.0	0.0	4.778	A
C-A	268	67			268				
A-B	30	8			30				
A-C	164	41			164				

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	50	12	491	0.102	50	0.1	0.1	8.160	A
C-AB	24	6	804	0.030	24	0.0	0.0	4.613	A
C-A	326	82			326				
A-B	37	9			37				
A-C	200	50			200				

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	50	12	491	0.102	50	0.1	0.1	8.163	A
C-AB	24	6	804	0.030	24	0.0	0.0	4.613	A
C-A	326	82			326				
A-B	37	9			37				
A-C	200	50			200				

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	41	10	511	0.080	41	0.1	0.1	7.653	A
C-AB	18	4	771	0.023	18	0.0	0.0	4.780	A
C-A	268	67			268				
A-B	30	8			30				
A-C	164	41			164				

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	34	9	526	0.065	34	0.1	0.1	7.318	A
C-AB	14	3	747	0.018	14	0.0	0.0	4.906	A
C-A	226	56			226				
A-B	25	6			25				
A-C	137	34			137				

2025 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025 Future Year	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D3*G1

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 - A4095 N		ONE HOUR	✓	431	100.000
B - Alchester Road		ONE HOUR	✓	68	100.000
C - A4095 S		ONE HOUR	✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	37	394
	B - Alchester Road	46	0	22
	C - A4095 S	187	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.16	9.01	0.2	A	62	94
C-AB	0.02	5.59	0.0	A	11	16
C-A					169	253
A-B					34	51
A-C					361	542

Main Results for each time segment

07:15 - 07:30

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	51	13	522	0.098	51	0.0	0.1	7.630	A
C-AB	8	2	652	0.013	8	0.0	0.0	5.588	A
C-A	139	35			139				
A-B	28	7			28				
A-C	296	74			296				

07:30 - 07:45

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	61	15	502	0.122	61	0.1	0.1	8.157	A
C-AB	10	3	658	0.016	10	0.0	0.0	5.560	A
C-A	165	41			165				
A-B	33	8			33				
A-C	354	89			354				

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	75	19	475	0.158	75	0.1	0.2	8.997	A
C-AB	14	3	666	0.020	14	0.0	0.0	5.518	A
C-A	202	50			202				
A-B	41	10			41				
A-C	434	108			434				

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	75	19	474	0.158	75	0.2	0.2	9.006	A
C-AB	14	3	666	0.020	14	0.0	0.0	5.518	A
C-A	201	50			201				
A-B	41	10			41				
A-C	434	108			434				

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	61	15	502	0.122	61	0.2	0.1	8.169	A
C-AB	10	3	658	0.016	10	0.0	0.0	5.562	A
C-A	165	41			165				
A-B	33	8			33				
A-C	354	89			354				

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	51	13	522	0.098	51	0.1	0.1	7.649	A
C-AB	8	2	652	0.013	8	0.0	0.0	5.588	A
C-A	139	35			139				
A-B	28	7			28				
A-C	296	74			296				

2025 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	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	Relationship type	Relationship
D6	2025 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4*G2

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 - A4095 N		ONE HOUR	✓	218	100.000
B - Alchester Road		ONE HOUR	✓	46	100.000
C - A4095 S		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	34	184
	B - Alchester Road	38	0	7
	C - A4095 S	308	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.10	8.19	0.1	A	42	63
C-AB	0.03	4.90	0.0	A	19	28
C-A					275	413
A-B					31	47
A-C					168	253

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	34	9	526	0.065	34	0.0	0.1	7.320	A
C-AB	14	3	748	0.019	14	0.0	0.0	4.900	A
C-A	227	57			227				
A-B	26	6			26				
A-C	138	35			138				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	511	0.080	41	0.1	0.1	7.664	A
C-AB	18	4	772	0.023	18	0.0	0.0	4.771	A
C-A	270	68			270				
A-B	31	8			31				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	490	0.103	50	0.1	0.1	8.185	A
C-AB	24	6	806	0.030	24	0.0	0.0	4.606	A
C-A	329	82			329				
A-B	37	9			37				
A-C	202	51			202				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	490	0.103	50	0.1	0.1	8.188	A
C-AB	24	6	806	0.030	24	0.0	0.0	4.606	A
C-A	329	82			329				
A-B	37	9			37				
A-C	202	51			202				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	511	0.080	41	0.1	0.1	7.671	A
C-AB	18	4	772	0.023	18	0.0	0.0	4.772	A
C-A	270	68			270				
A-B	31	8			31				
A-C	165	41			165				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	9	526	0.065	34	0.1	0.1	7.332	A
C-AB	14	3	748	0.019	14	0.0	0.0	4.901	A
C-A	227	57			227				
A-B	26	6			26				
A-C	138	35			138				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	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	Relationship type	Relationship
D9	2025 + CD	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D5+D7

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 - A4095 N		ONE HOUR	✓	477	100.000
B - Alchester Road		ONE HOUR	✓	68	100.000
C - A4095 S		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	37	440
	B - Alchester Road	46	0	22
	C - A4095 S	205	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.16	9.39	0.2	A	62	94
C-AB	0.02	5.58	0.0	A	11	17
C-A					185	277
A-B					34	51
A-C					404	605

Main Results for each time segment

07:15 - 07:30

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	51	13	511	0.100	51	0.0	0.1	7.812	A
C-AB	8	2	654	0.013	8	0.0	0.0	5.573	A
C-A	152	38			152				
A-B	28	7			28				
A-C	331	83			331				

07:30 - 07:45

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	61	15	489	0.125	61	0.1	0.1	8.408	A
C-AB	11	3	660	0.016	11	0.0	0.0	5.541	A
C-A	181	45			181				
A-B	33	8			33				
A-C	395	99			395				

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	75	19	458	0.163	75	0.1	0.2	9.379	A
C-AB	14	4	669	0.021	14	0.0	0.0	5.493	A
C-A	221	55			221				
A-B	41	10			41				
A-C	484	121			484				

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	75	19	458	0.163	75	0.2	0.2	9.389	A
C-AB	14	4	669	0.021	14	0.0	0.0	5.495	A
C-A	221	55			221				
A-B	41	10			41				
A-C	484	121			484				

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	61	15	489	0.125	61	0.2	0.1	8.421	A
C-AB	11	3	660	0.016	11	0.0	0.0	5.541	A
C-A	181	45			181				
A-B	33	8			33				
A-C	395	99			395				

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	51	13	511	0.100	51	0.1	0.1	7.831	A
C-AB	8	2	654	0.013	8	0.0	0.0	5.576	A
C-A	152	38			152				
A-B	28	7			28				
A-C	331	83			331				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	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	Relationship type	Relationship
D10	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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 - A4095 N		ONE HOUR	✓	273	100.000
B - Alchester Road		ONE HOUR	✓	46	100.000
C - A4095 S		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	34	239
	B - Alchester Road	38	0	7
	C - A4095 S	363	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.11	8.69	0.1	A	42	63
C-AB	0.03	4.78	0.0	A	20	31
C-A					324	486
A-B					31	47
A-C					219	328

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	34	9	509	0.068	34	0.0	0.1	7.582	A
C-AB	15	4	768	0.019	15	0.0	0.0	4.780	A
C-A	268	67			268				
A-B	26	6			26				
A-C	180	45			180				

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	41	10	490	0.084	41	0.1	0.1	8.013	A
C-AB	19	5	796	0.024	19	0.0	0.0	4.635	A
C-A	318	80			318				
A-B	31	8			31				
A-C	215	54			215				

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	50	13	465	0.108	50	0.1	0.1	8.683	A
C-AB	27	7	836	0.032	27	0.0	0.0	4.450	A
C-A	387	97			387				
A-B	37	9			37				
A-C	263	66			263				

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	50	13	465	0.108	50	0.1	0.1	8.687	A
C-AB	27	7	836	0.032	27	0.0	0.0	4.450	A
C-A	387	97			387				
A-B	37	9			37				
A-C	263	66			263				

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	41	10	490	0.084	41	0.1	0.1	8.021	A
C-AB	19	5	796	0.024	20	0.0	0.0	4.636	A
C-A	318	80			318				
A-B	31	8			31				
A-C	215	54			215				

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	34	9	508	0.068	34	0.1	0.1	7.597	A
C-AB	15	4	768	0.019	15	0.0	0.0	4.782	A
C-A	268	67			268				
A-B	26	6			26				
A-C	180	45			180				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD + D	AM	ONE HOUR	07:15	08:45	15	✓	Simple	D9+D11

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 - A4095 N		ONE HOUR	✓	483	100.000
B - Alchester Road		ONE HOUR	✓	70	100.000
C - A4095 S		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	37	446
	B - Alchester Road	46	0	24
	C - A4095 S	219	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.17	9.50	0.2	A	64	96
C-AB	0.03	5.56	0.0	A	17	25
C-A					196	293
A-B					34	51
A-C					409	614

Main Results for each time segment

07:15 - 07:30

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	53	13	511	0.103	52	0.0	0.1	7.844	A
C-AB	13	3	661	0.019	12	0.0	0.0	5.554	A
C-A	162	40			162				
A-B	28	7			28				
A-C	336	84			336				

07:30 - 07:45

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	63	16	488	0.129	63	0.1	0.1	8.466	A
C-AB	16	4	668	0.024	16	0.0	0.0	5.520	A
C-A	192	48			192				
A-B	33	8			33				
A-C	401	100			401				

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	77	19	456	0.169	77	0.1	0.2	9.487	A
C-AB	21	5	679	0.031	21	0.0	0.0	5.472	A
C-A	233	58			233				
A-B	41	10			41				
A-C	491	123			491				

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	456	0.169	77	0.2	0.2	9.496	A
C-AB	21	5	679	0.031	21	0.0	0.0	5.475	A
C-A	233	58			233				
A-B	41	10			41				
A-C	491	123			491				

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	63	16	488	0.129	63	0.2	0.1	8.482	A
C-AB	16	4	668	0.024	16	0.0	0.0	5.522	A
C-A	192	48			192				
A-B	33	8			33				
A-C	401	100			401				

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	53	13	511	0.103	53	0.1	0.1	7.867	A
C-AB	13	3	661	0.019	13	0.0	0.0	5.557	A
C-A	162	40			162				
A-B	28	7			28				
A-C	336	84			336				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2025 Future Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D12

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 - A4095 N		ONE HOUR	✓	286	100.000
B - Alchester Road		ONE HOUR	✓	50	100.000
C - A4095 S		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	34	252
	B - Alchester Road	38	0	11
	C - A4095 S	369	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A4095 N	B - Alchester Road	C - A4095 S
From	A - A4095 N	0	0	0
	B - Alchester Road	0	0	0
	C - A4095 S	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-AC	0.12	8.66	0.1	A	46	68
C-AB	0.04	4.79	0.1	A	24	36
C-A					328	492
A-B					31	47
A-C					231	346

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	37	9	515	0.073	37	0.0	0.1	7.520	A
C-AB	17	4	769	0.023	17	0.0	0.0	4.789	A
C-A	271	68			271				
A-B	26	6			26				
A-C	189	47			189				

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	45	11	497	0.090	45	0.1	0.1	7.963	A
C-AB	23	6	797	0.029	23	0.0	0.0	4.646	A
C-A	322	81			322				
A-B	31	8			31				
A-C	226	57			226				

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	55	14	470	0.116	55	0.1	0.1	8.653	A
C-AB	32	8	838	0.038	32	0.0	0.1	4.465	A
C-A	391	98			391				
A-B	37	9			37				
A-C	277	69			277				

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	55	14	470	0.116	55	0.1	0.1	8.659	A
C-AB	32	8	838	0.038	32	0.1	0.1	4.467	A
C-A	391	98			391				
A-B	37	9			37				
A-C	277	69			277				

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	45	11	497	0.090	45	0.1	0.1	7.971	A
C-AB	23	6	797	0.029	23	0.1	0.0	4.649	A
C-A	322	81			322				
A-B	31	8			31				
A-C	226	57			226				

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	37	9	515	0.073	37	0.1	0.1	7.532	A
C-AB	17	4	769	0.023	17	0.0	0.0	4.790	A
C-A	271	68			271				
A-B	26	6			26				
A-C	189	47			189				

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