Land South of Perdiswell Farm, Shipton Road, Shipton on Cherwell

Bus Access and Cowells Road Junction Review

LPA application ref: 25/01510/OUT

DTA

Transport Planning Consultants

1. Introduction

1.1 This Technical Note has been prepared by DTA in response to discussions with OCC in respect of bus connectivity and access.

1.2 As set out in the response of 27th May 2026 (DTA Reference 23570-10c) it is proposed that a bus gate is provided at the western end of the internal estate road to provide for pedestrian / cycle and public transport route through the site.

2. Bus Gate Details

2.1 The detail of the proposed bus gate arrangement is shown on Drawing 23570-05-GA, as submitted in December 2025. A revised version of that plan (amended to reflect minor changes to the A4095 corridor – as submitted in May 2026) is attached at **Appendix A** – **DTA Drawing 25370-05GA Rev N**.

2.2 It is noted and agreed that the delivery and maintenance of measures to deliver the bus gate including monitoring and gates will need to be at the expense of the applicant and this can be secured as a Section 106 commitment.

3. Tracking of Cowell Road

3.1 As part of the application for Park View, the internal estate road was design and built to provide a 6.75m wide road in line with OCCs design guide requirements for a bus route.

3.2 Tracking of the bus route is provided at **Appendix B** (**DTA Drawing 25370-05N_TRK3**). The layout operates for two-way bus tracking, except for one minor location on the bend by Parsons Drive. At this point forward visibility is good and given the frequency of bus services this is acceptable.

3.3 There is no frontage parking on this section of road, other than in specific laybys.

4. Need to Signalise Cowells Road Junction

4.1 OCC have asked for consideration to be given to the signalisation of the junction. This is purportedly on the basis of their 29th July 2025 response which states that:

> *"The current A44 Oxford Road/ Cowells Road junction shall need to be signalised to ensure that [no] unacceptable delays will be caused for buses attempting to emerge onto the A44. This must be accompanied by junction capacity assessment to inform of its operational credibility for such a scenario"*

4.2 Modelling has been provided to (and agreed by OCC) for the junction and this is attached at **Appendix C**. The modelling includes two design flow scenarios. The design scenario was originally modelled in ARCADY by summing within the programme itself the baseline demand plus the development traffic. This is referred to as design (1). OCC requested an alternative approach whereby baseline demand plus development traffic were calculated externally before the total demand was input into ARCADY. This is referred to as design (2). The approaches are effectively the equivalent.

4.3 Minor numerical differences arise due to HGVs. Design (1) provides a slightly more representative treatment because the development demand is predominantly car based whereas in (2) the existing A44 traffic composition is applied to the total demand including the development demand. These difference are minor and do not materially affect the model outputs or the conclusions of the assessment. Both are provided for completeness.

4.4 The modelling shows that delay for right turning traffic right out of the site will remain within acceptable parameters. Delay in the morning peak is summarised as follows:

Time Period	Delay (s)
0745-0800	12s
0800-0815	15s
0815-0830	25s
0830-0845	25s
0845-0900	15s
0900-0915	12s

4.5 This delay relates only to vehicles turning right out of the site. It shows an acceptable level of service (generally operating at a level of service B, increasing to D for a short 15-minute period). There will be no delay to southbound movements or other uses of the A44.

4.6 Introducing a signal controlled junction at this location will introduce delay to all traffic (including buses traveling southbound and turning right into the site). A more reasonable routing of buses might be that northbound buses in any event stay on the A44 and terminate / turn at the new Hill Rise Development (which has been required to make provision for specifically that purpose) and then return Oxford (south) bound through the site. In that instance the right turn of out Cowells Road would not occur. Its merits are questioned.

5. Monitor and Manage

5.1 Notwithstanding the above, the principle of a Monitor and Manage approach is accepted. Such an approach is consistent with OCC's 'Decide and Provide' philosophy, as set out in Policy 36 of the Local Transport and Connectivity Plan (LTCP) and the supporting Implementing Decide and Provide guidance.

5.2 The details of the Monitor and Manage Approach will be confirmed through the S106 Agreement but the following confirms the broad principles the strategy will adopt.

5.3 The Strategy will provide a proportionate, evidence-based mechanism under which any intervention is triggered only if and when monitoring demonstrates a genuine need, rather than requiring the up-front signalisation of the junction, the merits of which are not supported by the agreed modelling (as set out above).

5.4 The concern identified by OCC arises specifically from the potential for diverted traffic once the Cowells Road / Shipton Road link road through the site is completed, and the effect that any resulting delay at the A44 / Cowells Road junction could have on the reliability of bus services using the route through the development.

5.5 Monitoring is therefore only meaningful, and any mitigation only capable of being properly appraised, once those circumstances are actually in place. A blanket commitment to annual surveys from first occupation would generate data before the link road is open and before buses are operating through the site and would not represent a necessary or proportionate obligation.

5.6 It is proposed that monitoring takes place as follows:

- A pre commencement survey of Cowells Lane to establish if there is any significant use of the road by traffic travelling from Shipton Road. This will include an ATC on the road and turning movement counts at the Shipton Road and A44 junctions.

5.7 Further monitoring will then commence once all the following have occurred:

a) The link road through the site from Cowells Road to the A4095 through the application site has been constructed and opened to traffic.

b) Scheduled bus services are operating in a northbound direction through the site to the Cowells Road junction via the internal estate road and bus gate; and

5.8 Following (a) and (b), an appraisal of the operation of the A44 / Cowells Road junction will be undertaken using both observed traffic surveys and the agreed base 'Junctions' model as attached at **Appendix C**.

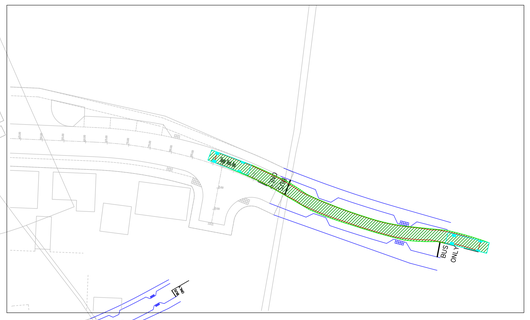
5.9 The surveys (if triggered by 5.6 above) will be undertaken on a bi-annual (2 yearly) basis for 10 years from commencement of development.

5.10 To enable the operation of the junction to be monitored and any need for mitigation to be properly appraised following the assessment at Para 5.7, the Monitor and Manage Strategy will comprise the following:

- Establishment of a transport working group including a representative of the Blenheim Estate and Pye Homes, the County Council and the principal bus operators.
- Undertaking a peak hour (0730-0930 and 1630-1830) all-modes survey at the site accesses (both the vehicular and active travel accesses), carried out annually for a period in line with para 5.7 above.
- Undertaking peak hour (0730-0930 and 1630-1830) junction surveys (including queue and delay surveys) at the Shipton Road / Cowells Road junction and the A44 Oxford Road / Cowells Road junction, annually over the same period.
- Liaison with bus operators to establish any concerns about the junction.
- Provision of a Monitoring Report setting out the results of the surveys above, together with the applicant's view on the need for intervention, for reporting to the County Council.
- If the Transport Working Group agree that intervention is required signals will be provided at the junction in line with the Indicative Scheme is provided at **Appendix D**. The Section 106 will include a suitable dispute resolution provisions in the event the Working Group cannot reach agreement.

5.11 The obligation to deliver mitigation would be secured through the Section 106 Agreement, with the works themselves delivered by way of a Section 278 Agreement with the County Council.

Appendix A



Bus and Emergency Vehicle (6.75m wide) and pedestrian/cycle link into Park View development. Traffic filter to restrict general traffic

Approach alignment smoothed to ensure moderate conflict angle whilst achieving full entry curvature requirements.

3m wide foot/cycleway with 1m verge (buffer) crosses Upper Campfield Road at standalone toucan crossing

3m wide foot/cycleway with 1m verge (buffer) on eastern side of Upper Campsfield Road carriageway

Additional vehicular flare on Upper Campsfield Road entry. Splitter island extended to accomodate staggered toucan crossing (>20m from circulatory)

3m wide foot/cycleway link into Southeast Woodstock

Amended circulatory markings to ensure efficent progression around roundabout

Existing crossing on Oxford Road

Existing lining on Oxford Road

3m wide foot/cycleway link into Southeast Woodstock

Works to the foot/cyclepath previously undertaken via Park View S278

Works to the Bladon Road entry previously undertaken via Park View S278

Existing pedestrian priority crossings on A44 south arm to be upgraded to toucan crossings to provide access to southern cycle track and bus stops

BUS STOP

BUS STOP

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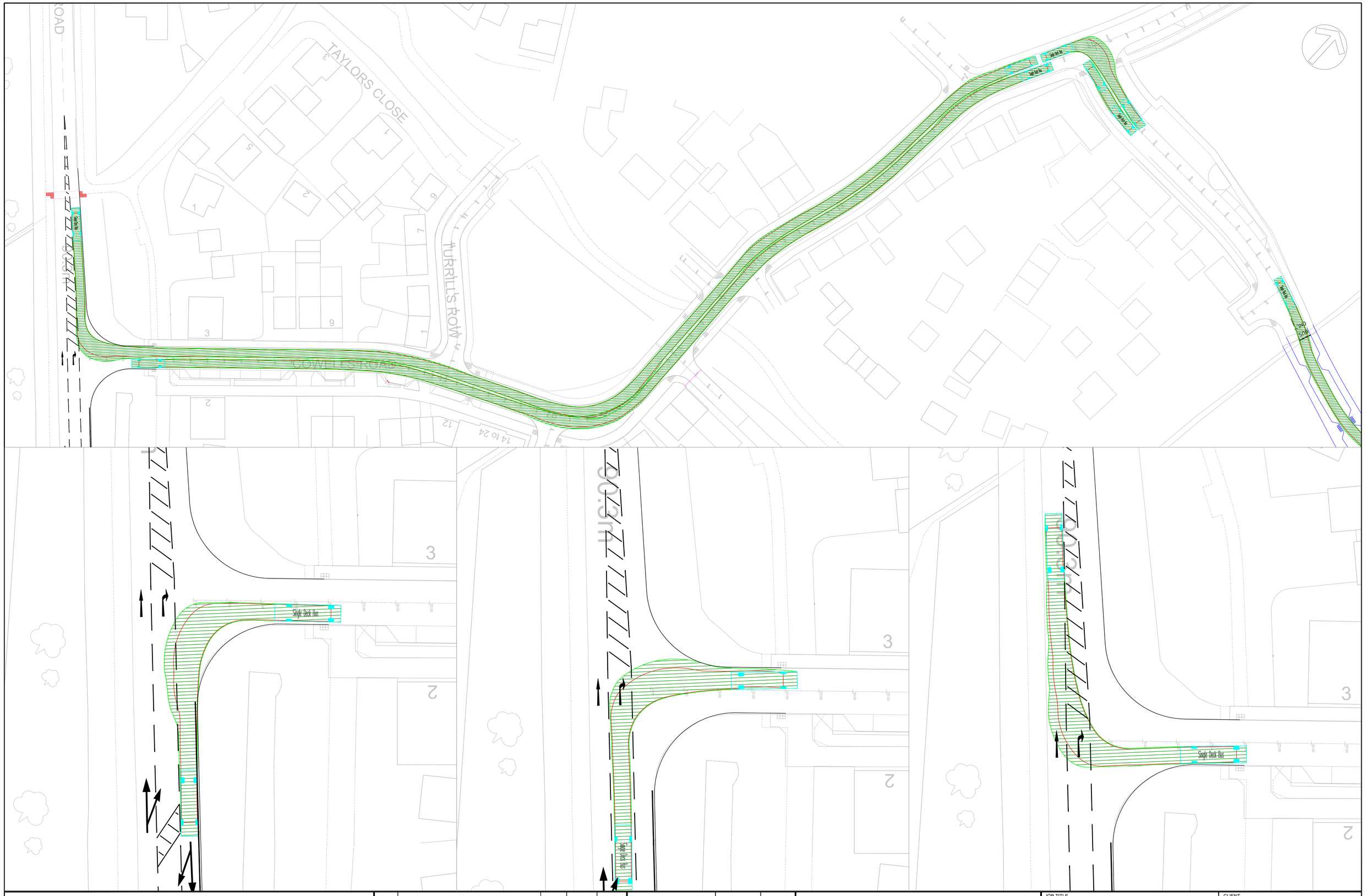
REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants
Forester House, Doctors Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	SOUTHEAST WOODSTOCK
CLIENT	BLENHIEM PARTNERS
DRAWING TITLE	ACCESS STRATEGY OVERVIEW GENERAL ARRANGEMENT
SCALE AT A0	1:1000@A1
DRAWN BY	BM
DATE	23/07/26
DRAWING No	23570-05-GA
REVISION	N

Appendix B



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transport planning consultants
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Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
SOUTHEAST WOODSTOCK	BLENHIEM PARTNERS

DRAWING TITLE
COWELL ROAD ACCESS
BUS ROUTE
VEHICLE TRACKING

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A1	BM	22/07/26	23570-05-TRK3	N

Appendix C

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: A44_Cowell Road Rev1.2.j11
Path: P:\23000's\23570\Junction Assessments\2024 Junction Assessments
Report generation date: 09/07/2026 14:37:20

»(Default Analysis Set) - D1 - 2025 | Base | AM
»(Default Analysis Set) - D2 - 2025 | Base | PM
»(Default Analysis Set) - D3 - 2031 | Base | AM
»(Default Analysis Set) - D4 - 2031 | Base | PM
»(Default Analysis Set) - D5 - 2031 | Base + Committed Development | AM
»(Default Analysis Set) - D6 - 2031 | Base + Committed Development | PM
»(Default Analysis Set) - D11 - 2031 | Design | AM
»(Default Analysis Set) - D12 - 2031 | Design | PM
»(Default Analysis Set) - D15 - 2031 | Design (2) | AM
»(Default Analysis Set) - D16 - 2031 | Design (2) | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	A1 - 2025 - Base					
Stream B-AC	0.2	15.74	0.19	0.1	9.90	0.07
Stream C-B	0.0	7.73	0.04	0.0	6.14	0.04
	A1 - 2031 - Base					
Stream B-AC	0.3	17.32	0.22	0.1	10.18	0.07
Stream C-B	0.0	7.99	0.04	0.1	6.24	0.05
	A1 - 2031 - Base + Committed Development					
Stream B-AC	0.6	22.55	0.38	0.2	11.14	0.14
Stream C-B	0.1	8.77	0.08	0.1	6.81	0.10
	A1 - 2031 - Design					
Stream B-AC	0.7	25.80	0.41	0.2	12.33	0.15
Stream C-B	0.1	8.96	0.08	0.1	6.96	0.10
	A1 - 2031 - Design (2)					
Stream B-AC	0.7	26.03	0.42	0.2	12.22	0.15
Stream C-B	0.1	8.96	0.08	0.1	6.96	0.10

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

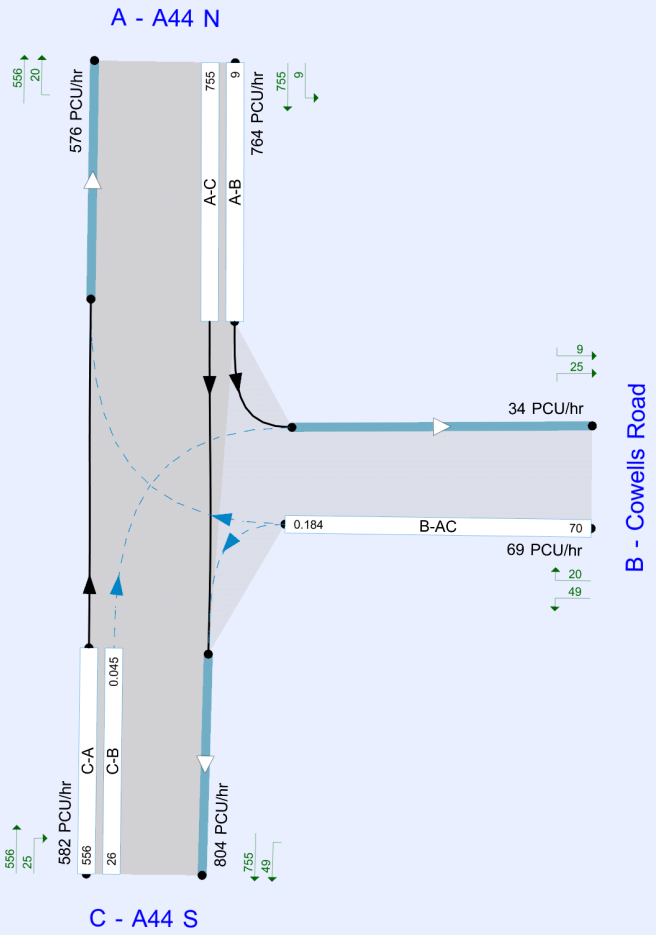
File summary

File Description

Title	AA44/ Colwells Road
Location	Woodstock
Site number	
Date	09/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	23570
Enumerator	
Description	

Units

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



Flows show modelled flow through junction (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	46.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	Base	AM	ONE HOUR	07:45	09:15		15	✓		
D2	2025	Base	PM	ONE HOUR	16:45	18:15		15	✓		
D3	2031	Base	AM	ONE HOUR	07:45	09:15		15	✓		
D4	2031	Base	PM	ONE HOUR	16:45	18:15		15	✓		
D5	2031	Base + Committed Development	AM	ONE HOUR	07:45	09:15		15	✓		
D6	2031	Base + Committed Development	PM	ONE HOUR	16:45	18:15		15	✓		
D9	2031	Development	AM	ONE HOUR	07:45	09:15		15			
D10	2031	Development	PM	ONE HOUR	16:45	18:15		15			
D11	2031	Design	AM		07:45	09:15	90	15	✓	Advanced	D5+D9
D12	2031	Design	PM		16:45	18:15	90	15	✓	Advanced	D6+D10
D15	2031	Design (2)	AM	ONE HOUR	07:45	09:15		15	✓		
D16	2031	Design (2)	PM	ONE HOUR	16:45	18:15		15	✓		

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Arms

Arms

Arm	Name	Description	Arm type
A	A44 N		Major
B	Cowells Road		Minor
C	A44 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A44 S	6.50		✓	3.20	250.0		-

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 - Cowells Road	One lane	3.38	41	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.094	0.237	0.149	0.339
B-C	670	0.100	0.254	-	-
C-B	797	0.302	0.302	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	863	100.000
B - Cowells Road		ONE HOUR	✓	51	100.000
C - A44 S		ONE HOUR	✓	652	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	7	856
	B - Cowells Road	19	0	32
	C - A44 S	633	19	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	14	7
	B - Cowells Road	5	0	3
	C - A44 S	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	15.74	0.2	C	47	70
C-A					581	871
C-B	0.04	7.73	0.0	A	17	26
A-B					6	10
A-C					785	1178

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	0.00	401	0.096	38	0.0	0.1	10.273	B
C-A	477	119	0.00			477				
C-B	14	4	0.00	601	0.024	14	0.0	0.0	6.445	A
A-B	5	1	0.00			5				
A-C	644	161	0.00			644				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	357	0.128	46	0.1	0.2	11.976	B
C-A	569	142	0.00			569				
C-B	17	4	0.00	563	0.030	17	0.0	0.0	6.928	A
A-B	6	2	0.00			6				
A-C	770	192	0.00			770				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	293	0.191	56	0.2	0.2	15.692	C
C-A	697	174	0.00			697				
C-B	21	5	0.00	510	0.041	21	0.0	0.0	7.727	A
A-B	8	2	0.00			8				
A-C	942	236	0.00			942				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	293	0.191	56	0.2	0.2	15.739	C
C-A	697	174	0.00			697				
C-B	21	5	0.00	510	0.041	21	0.0	0.0	7.729	A
A-B	8	2	0.00			8				
A-C	942	236	0.00			942				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	357	0.128	46	0.2	0.2	12.017	B
C-A	569	142	0.00			569				
C-B	17	4	0.00	563	0.030	17	0.0	0.0	6.932	A
A-B	6	2	0.00			6				
A-C	770	192	0.00			770				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	0.00	401	0.096	39	0.2	0.1	10.311	B
C-A	477	119	0.00			477				
C-B	14	4	0.00	601	0.024	14	0.0	0.0	6.445	A
A-B	5	1	0.00			5				
A-C	644	161	0.00			644				

(Default Analysis Set) - D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	478	100.000
B - Cowells Road		ONE HOUR	✓	26	100.000
C - A44 S		ONE HOUR	✓	828	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	16	462
	B - Cowells Road	8	0	18
	C - A44 S	802	26	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	6	3
	B - Cowells Road	0	0	6
	C - A44 S	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.90	0.1	A	24	36
C-A					736	1104
C-B	0.04	6.14	0.0	A	24	36
A-B					15	22
A-C					424	636

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	480	0.041	19	0.0	0.0	8.127	A
C-A	604	151	0.00			604				
C-B	20	5	0.00	688	0.028	19	0.0	0.0	5.598	A
A-B	12	3	0.00			12				
A-C	348	87	0.00			348				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	451	0.052	23	0.0	0.1	8.766	A
C-A	721	180	0.00			721				
C-B	23	6	0.00	667	0.035	23	0.0	0.0	5.814	A
A-B	14	4	0.00			14				
A-C	415	104	0.00			415				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	407	0.070	29	0.1	0.1	9.892	A
C-A	883	221	0.00			883				
C-B	29	7	0.00	638	0.045	29	0.0	0.0	6.143	A
A-B	18	4	0.00			18				
A-C	509	127	0.00			509				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	407	0.070	29	0.1	0.1	9.896	A
C-A	883	221	0.00			883				
C-B	29	7	0.00	638	0.045	29	0.0	0.0	6.143	A
A-B	18	4	0.00			18				
A-C	509	127	0.00			509				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	451	0.052	23	0.1	0.1	8.773	A
C-A	721	180	0.00			721				
C-B	23	6	0.00	667	0.035	23	0.0	0.0	5.817	A
A-B	14	4	0.00			14				
A-C	415	104	0.00			415				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	480	0.041	20	0.1	0.0	8.135	A
C-A	604	151	0.00			604				
C-B	20	5	0.00	688	0.028	20	0.0	0.0	5.601	A
A-B	12	3	0.00			12				
A-C	348	87	0.00			348				

(Default Analysis Set) - D3 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	907	100.000
B - Cowells Road		ONE HOUR	✓	54	100.000
C - A44 S		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	7	900
	B - Cowells Road	20	0	34
	C - A44 S	665	20	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	14	7
	B - Cowells Road	5	0	3
	C - A44 S	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	17.32	0.3	C	50	74
C-A					610	915
C-B	0.04	7.99	0.0	A	18	28
A-B					6	10
A-C					826	1239

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	390	0.104	40	0.0	0.1	10.657	B
C-A	501	125	0.00			501				
C-B	15	4	0.00	591	0.025	15	0.0	0.0	6.565	A
A-B	5	1	0.00			5				
A-C	678	169	0.00			678				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	344	0.141	48	0.1	0.2	12.633	B
C-A	598	149	0.00			598				
C-B	18	4	0.00	551	0.033	18	0.0	0.0	7.095	A
A-B	6	2	0.00			6				
A-C	809	202	0.00			809				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	275	0.216	59	0.2	0.3	17.248	C
C-A	732	183	0.00			732				
C-B	22	6	0.00	495	0.044	22	0.0	0.0	7.984	A
A-B	8	2	0.00			8				
A-C	991	248	0.00			991				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	275	0.216	59	0.3	0.3	17.317	C
C-A	732	183	0.00			732				
C-B	22	6	0.00	495	0.044	22	0.0	0.0	7.986	A
A-B	8	2	0.00			8				
A-C	991	248	0.00			991				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	344	0.141	49	0.3	0.2	12.688	B
C-A	598	149	0.00			598				
C-B	18	4	0.00	551	0.033	18	0.0	0.0	7.096	A
A-B	6	2	0.00			6				
A-C	809	202	0.00			809				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	390	0.104	41	0.2	0.1	10.698	B
C-A	501	125	0.00			501				
C-B	15	4	0.00	591	0.025	15	0.0	0.0	6.566	A
A-B	5	1	0.00			5				
A-C	678	169	0.00			678				

(Default Analysis Set) - D4 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	503	100.000
B - Cowells Road		ONE HOUR	✓	27	100.000
C - A44 S		ONE HOUR	✓	871	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	17	486
	B - Cowells Road	8	0	19
	C - A44 S	844	27	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	6	3
	B - Cowells Road	0	0	6
	C - A44 S	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	10.18	0.1	B	25	37
C-A					774	1162
C-B	0.05	6.24	0.1	A	25	37
A-B					16	23
A-C					446	669

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	476	0.043	20	0.0	0.0	8.224	A
C-A	635	159	0.00			635				
C-B	20	5	0.00	683	0.030	20	0.0	0.0	5.652	A
A-B	13	3	0.00			13				
A-C	366	91	0.00			366				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	444	0.055	24	0.0	0.1	8.922	A
C-A	759	190	0.00			759				
C-B	24	6	0.00	660	0.037	24	0.0	0.0	5.885	A
A-B	15	4	0.00			15				
A-C	437	109	0.00			437				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	398	0.075	30	0.1	0.1	10.174	B
C-A	929	232	0.00			929				
C-B	30	7	0.00	630	0.047	30	0.0	0.1	6.239	A
A-B	19	5	0.00			19				
A-C	535	134	0.00			535				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	398	0.075	30	0.1	0.1	10.178	B
C-A	929	232	0.00			929				
C-B	30	7	0.00	630	0.047	30	0.1	0.1	6.239	A
A-B	19	5	0.00			19				
A-C	535	134	0.00			535				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	444	0.055	24	0.1	0.1	8.928	A
C-A	759	190	0.00			759				
C-B	24	6	0.00	660	0.037	24	0.1	0.0	5.888	A
A-B	15	4	0.00			15				
A-C	437	109	0.00			437				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	476	0.043	20	0.1	0.0	8.236	A
C-A	635	159	0.00			635				
C-B	20	5	0.00	683	0.030	20	0.0	0.0	5.655	A
A-B	13	3	0.00			13				
A-C	366	91	0.00			366				

(Default Analysis Set) - D5 - 2031 | Base + Committed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	988	100.000
B - Cowells Road		ONE HOUR	✓	91	100.000
C - A44 S		ONE HOUR	✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	978
	B - Cowells Road	25	0	66
	C - A44 S	702	34	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	14	7
	B - Cowells Road	5	0	3
	C - A44 S	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	22.55	0.6	C	84	125
C-A					644	966
C-B	0.08	8.77	0.1	A	31	47
A-B					9	14
A-C					897	1346

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	393	0.174	68	0.0	0.2	11.438	B
C-A	529	132	0.00			529				
C-B	26	6	0.00	572	0.045	25	0.0	0.0	6.910	A
A-B	8	2	0.00			8				
A-C	736	184	0.00			736				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	343	0.239	81	0.2	0.3	14.251	B
C-A	631	158	0.00			631				
C-B	31	8	0.00	529	0.058	31	0.0	0.1	7.587	A
A-B	9	2	0.00			9				
A-C	879	220	0.00			879				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	265	0.378	99	0.3	0.6	22.256	C
C-A	773	193	0.00			773				
C-B	37	9	0.00	468	0.080	37	0.1	0.1	8.767	A
A-B	11	3	0.00			11				
A-C	1077	269	0.00			1077				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	265	0.378	100	0.6	0.6	22.547	C
C-A	773	193	0.00			773				
C-B	37	9	0.00	468	0.080	37	0.1	0.1	8.771	A
A-B	11	3	0.00			11				
A-C	1077	269	0.00			1077				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	342	0.239	83	0.6	0.3	14.422	B
C-A	631	158	0.00			631				
C-B	31	8	0.00	529	0.058	31	0.1	0.1	7.590	A
A-B	9	2	0.00			9				
A-C	879	220	0.00			879				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	393	0.174	69	0.3	0.2	11.529	B
C-A	529	132	0.00			529				
C-B	26	6	0.00	572	0.045	26	0.1	0.0	6.917	A
A-B	8	2	0.00			8				
A-C	736	184	0.00			736				

(Default Analysis Set) - D6 - 2031 | Base + Committed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	554	100.000
B - Cowells Road		ONE HOUR	✓	48	100.000
C - A44 S		ONE HOUR	✓	972	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	22	532
	B - Cowells Road	11	0	37
	C - A44 S	915	57	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	6	3
	B - Cowells Road	0	0	6
	C - A44 S	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	11.14	0.2	B	44	66
C-A					840	1259
C-B	0.10	6.81	0.1	A	52	78
A-B					20	30
A-C					488	732

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	478	0.076	36	0.0	0.1	8.515	A
C-A	689	172	0.00			689				
C-B	43	11	0.00	671	0.064	43	0.0	0.1	5.955	A
A-B	17	4	0.00			17				
A-C	401	100	0.00			401				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	443	0.097	43	0.1	0.1	9.405	A
C-A	823	206	0.00			823				
C-B	51	13	0.00	647	0.079	51	0.1	0.1	6.288	A
A-B	20	5	0.00			20				
A-C	478	120	0.00			478				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	391	0.135	53	0.1	0.2	11.124	B
C-A	1007	252	0.00			1007				
C-B	63	16	0.00	613	0.102	63	0.1	0.1	6.804	A
A-B	24	6	0.00			24				
A-C	586	146	0.00			586				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	391	0.135	53	0.2	0.2	11.138	B
C-A	1007	252	0.00			1007				
C-B	63	16	0.00	613	0.102	63	0.1	0.1	6.807	A
A-B	24	6	0.00			24				
A-C	586	146	0.00			586				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	443	0.097	43	0.2	0.1	9.419	A
C-A	823	206	0.00			823				
C-B	51	13	0.00	647	0.079	51	0.1	0.1	6.291	A
A-B	20	5	0.00			20				
A-C	478	120	0.00			478				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	478	0.076	36	0.1	0.1	8.532	A
C-A	689	172	0.00			689				
C-B	43	11	0.00	671	0.064	43	0.1	0.1	5.961	A
A-B	17	4	0.00			17				
A-C	401	100	0.00			401				

(Default Analysis Set) - D11 - 2031 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2031	Design	AM	07:45	09:15	90	15	✓	Advanced	D5+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A44 N		DIRECT		100.000
B - Cowells Road		DIRECT		100.000
C - A44 S		DIRECT		100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	9	755
	B - Cowells Road	21	0	50
	C - A44 S	556	26	0

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	11	902
	B - Cowells Road	24	0	59
	C - A44 S	664	31	0

08:15 - 08:30

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	13	1104
	B - Cowells Road	30	0	73
	C - A44 S	814	37	0

08:30 - 08:45

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	13	1104
	B - Cowells Road	30	0	73
	C - A44 S	814	37	0

08:45 - 09:00

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	11	902
	B - Cowells Road	24	0	59
	C - A44 S	664	31	0

09:00 - 09:15

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	9	755
	B - Cowells Road	21	0	50
	C - A44 S	556	26	0

Vehicle Mix

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

07:45 - 08:00

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	10	0	3
	C - A44 S	8	5	0

08:00 - 08:15

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	9	0	3
	C - A44 S	8	5	0

08:15 - 08:30

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	8	0	3
	C - A44 S	8	5	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	8	0	3
	C - A44 S	8	5	0

Heavy Vehicle %

08:45 - 09:00

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	9	0	3
	C - A44 S	8	5	0

Heavy Vehicle %

09:00 - 09:15

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	23	7
	B - Cowells Road	10	0	3
	C - A44 S	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	25.80	0.7	D	84	125
C-A					678	1017
C-B	0.08	8.96	0.1	A	31	47
A-B					11	17
A-C					920	1381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	379	0.181	68	0.0	0.2	12.083	B
C-A	556	139	0.00			556				
C-B	26	6	0.00	566	0.045	25	0.0	0.0	6.989	A
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	327	0.250	81	0.2	0.3	15.317	C
C-A	664	166	0.00			664				
C-B	31	8	0.00	521	0.059	31	0.0	0.1	7.700	A
A-B	11	3	0.00			11				
A-C	902	225	0.00			902				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	246	0.408	99	0.3	0.7	25.390	D
C-A	814	203	0.00			814				
C-B	37	9	0.00	459	0.081	37	0.1	0.1	8.954	A
A-B	13	3	0.00			13				
A-C	1104	276	0.00			1104				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	246	0.408	100	0.7	0.7	25.798	D
C-A	814	203	0.00			814				
C-B	37	9	0.00	459	0.081	37	0.1	0.1	8.957	A
A-B	13	3	0.00			13				
A-C	1104	276	0.00			1104				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	327	0.250	83	0.7	0.4	15.504	C
C-A	664	166	0.00			664				
C-B	31	8	0.00	521	0.059	31	0.1	0.1	7.705	A
A-B	11	3	0.00			11				
A-C	902	225	0.00			902				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	379	0.181	69	0.4	0.2	12.176	B
C-A	556	139	0.00			556				
C-B	26	6	0.00	566	0.045	26	0.1	0.1	6.993	A
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

(Default Analysis Set) - D12 - 2031 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2031	Design	PM	16:45	18:15	90	15	✓	Advanced	D6+D10

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A44 N		DIRECT		100.000
B - Cowells Road		DIRECT		100.000
C - A44 S		DIRECT		100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	18	427
	B - Cowells Road	10	0	28
	C - A44 S	711	43	0

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	22	510
	B - Cowells Road	12	0	33
	C - A44 S	849	51	0

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	26	624
	B - Cowells Road	14	0	41
	C - A44 S	1039	63	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	26	624
	B - Cowells Road	14	0	41
	C - A44 S	1039	63	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	22	510
	B - Cowells Road	12	0	33
	C - A44 S	849	51	0

18:00 - 18:15

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	18	427
	B - Cowells Road	10	0	28
	C - A44 S	711	43	0

Vehicle Mix

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

16:45 - 17:00

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	11	0	6
	C - A44 S	2	4	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	9	0	6
	C - A44 S	2	4	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	8	0	6
	C - A44 S	2	4	0

17:30 - 17:45

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	8	0	6
	C - A44 S	2	4	0

Heavy Vehicle %

17:45 - 18:00

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	9	0	6
	C - A44 S	2	4	0

Heavy Vehicle %

18:00 - 18:15

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	10	3
	B - Cowells Road	11	0	6
	C - A44 S	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	12.33	0.2	B	44	66
C-A					866	1299
C-B	0.10	6.96	0.1	A	52	78
A-B					22	33
A-C					520	780

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	456	0.079	36	0.0	0.1	9.189	A
C-A	711	178	0.00			711				
C-B	43	11	0.00	663	0.065	43	0.0	0.1	6.036	A
A-B	18	5	0.00			18				
A-C	427	107	0.00			427				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	420	0.103	43	0.1	0.1	10.230	B
C-A	849	212	0.00			849				
C-B	51	13	0.00	636	0.081	51	0.1	0.1	6.396	A
A-B	22	5	0.00			22				
A-C	510	127	0.00			510				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	364	0.145	53	0.1	0.2	12.331	B
C-A	1039	260	0.00			1039				
C-B	63	16	0.00	600	0.105	63	0.1	0.1	6.960	A
A-B	26	7	0.00			26				
A-C	624	156	0.00			624				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	364	0.145	53	0.2	0.2	12.323	B
C-A	1039	260	0.00			1039				
C-B	63	16	0.00	600	0.105	63	0.1	0.1	6.962	A
A-B	26	7	0.00			26				
A-C	624	156	0.00			624				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	420	0.103	43	0.2	0.1	10.203	B
C-A	849	212	0.00			849				
C-B	51	13	0.00	636	0.081	51	0.1	0.1	6.401	A
A-B	22	5	0.00			22				
A-C	510	127	0.00			510				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	456	0.079	36	0.1	0.1	9.189	A
C-A	711	178	0.00			711				
C-B	43	11	0.00	663	0.065	43	0.1	0.1	6.045	A
A-B	18	5	0.00			18				
A-C	427	107	0.00			427				

(Default Analysis Set) - D15 - 2031 | Design (2) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031	Design (2)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	1015	100.000
B - Cowells Road		ONE HOUR	✓	93	100.000
C - A44 S		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	12	1003
	B - Cowells Road	27	0	66
	C - A44 S	739	34	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	14	7
	B - Cowells Road	5	0	3
	C - A44 S	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.42	26.03	0.7	D	85	128
C-A					678	1017
C-B	0.08	8.96	0.1	A	31	47
A-B					11	17
A-C					920	1381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	381	0.184	69	0.0	0.2	11.929	B
C-A	556	139	0.00			556				
C-B	26	6	0.00	566	0.045	25	0.0	0.0	6.989	A
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	328	0.255	83	0.2	0.3	15.210	C
C-A	664	166	0.00			664				
C-B	31	8	0.00	521	0.059	31	0.0	0.1	7.700	A
A-B	11	3	0.00			11				
A-C	902	225	0.00			902				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	245	0.417	101	0.3	0.7	25.553	D
C-A	814	203	0.00			814				
C-B	37	9	0.00	459	0.081	37	0.1	0.1	8.954	A
A-B	13	3	0.00			13				
A-C	1104	276	0.00			1104				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	245	0.417	102	0.7	0.7	26.029	D
C-A	814	203	0.00			814				
C-B	37	9	0.00	459	0.081	37	0.1	0.1	8.957	A
A-B	13	3	0.00			13				
A-C	1104	276	0.00			1104				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	328	0.255	85	0.7	0.4	15.445	C
C-A	664	166	0.00			664				
C-B	31	8	0.00	521	0.059	31	0.1	0.1	7.705	A
A-B	11	3	0.00			11				
A-C	902	225	0.00			902				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	381	0.184	71	0.4	0.2	12.040	B
C-A	556	139	0.00			556				
C-B	26	6	0.00	566	0.045	26	0.1	0.1	6.993	A
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

(Default Analysis Set) - D16 - 2031 | Design (2) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Park View South Access	T-Junction	Two-way	Two-way	Two-way	0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2031	Design (2)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 N		ONE HOUR	✓	591	100.000
B - Cowells Road		ONE HOUR	✓	50	100.000
C - A44 S		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	24	567
	B - Cowells Road	13	0	37
	C - A44 S	944	57	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A44 N	B - Cowells Road	C - A44 S
From	A - A44 N	0	6	3
	B - Cowells Road	0	0	6
	C - A44 S	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	12.22	0.2	B	46	69
C-A					866	1299
C-B	0.10	6.96	0.1	A	52	78
A-B					22	33
A-C					520	780

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	459	0.082	37	0.0	0.1	8.911	A
C-A	711	178	0.00			711				
C-B	43	11	0.00	663	0.065	43	0.0	0.1	6.036	A
A-B	18	5	0.00			18				
A-C	427	107	0.00			427				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	421	0.107	45	0.1	0.1	9.991	A
C-A	849	212	0.00			849				
C-B	51	13	0.00	636	0.081	51	0.1	0.1	6.396	A
A-B	22	5	0.00			22				
A-C	510	127	0.00			510				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	0.00	363	0.152	55	0.1	0.2	12.196	B
C-A	1039	260	0.00			1039				
C-B	63	16	0.00	600	0.105	63	0.1	0.1	6.960	A
A-B	26	7	0.00			26				
A-C	624	156	0.00			624				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	0.00	363	0.152	55	0.2	0.2	12.216	B
C-A	1039	260	0.00			1039				
C-B	63	16	0.00	600	0.105	63	0.1	0.1	6.962	A
A-B	26	7	0.00			26				
A-C	624	156	0.00			624				

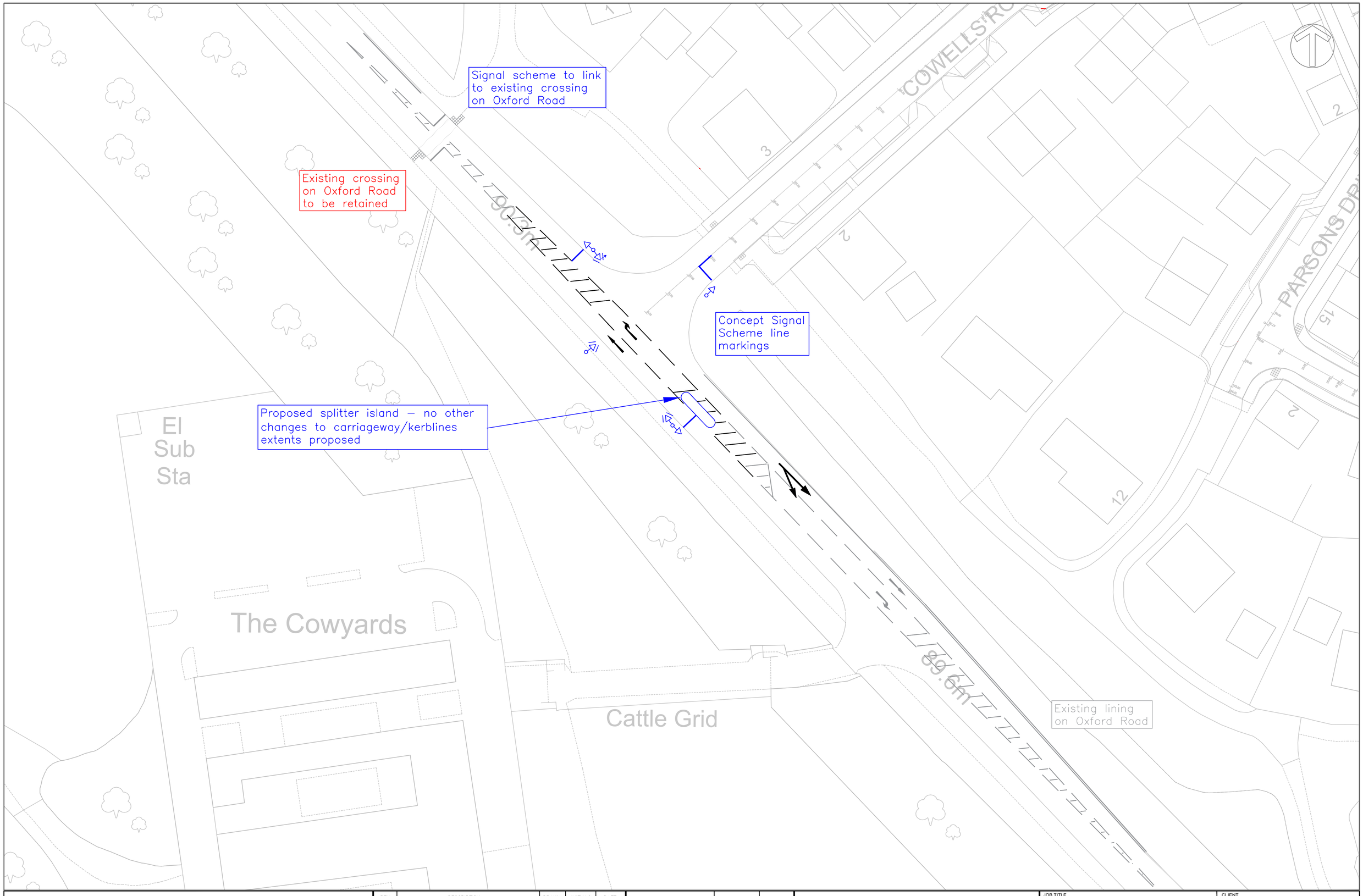
17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	421	0.107	45	0.2	0.1	10.011	B
C-A	849	212	0.00			849				
C-B	51	13	0.00	636	0.081	51	0.1	0.1	6.399	A
A-B	22	5	0.00			22				
A-C	510	127	0.00			510				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	459	0.082	38	0.1	0.1	8.932	A
C-A	711	178	0.00			711				
C-B	43	11	0.00	663	0.065	43	0.1	0.1	6.042	A
A-B	18	5	0.00			18				
A-C	427	107	0.00			427				

Appendix D



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants
Forester House, Doctors Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
SOUTHEAST WOODSTOCK	BLENHIEM PARTNERS

DRAWING TITLE
OXFORD ROAD / COWELL ROAD
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