

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1061		349	0.412	142	98	0.4	0.7	17.619	C
2 - Little Common Road (A259)	624	104	306	14.40	1039	0.601	621	897	0.9	1.5	8.917	A
3 - Cooden Sea Road	441	74	648	7.62	654	0.675	435	279	1.0	2.0	16.763	C
4 - Barnhorn Road (A259)	1003	167	248		1240	0.809	990	834	1.8	4.0	14.467	B
5 - Chestnut Walk	47	8	1113		184	0.253	46	125	0.2	0.3	26.549	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1196		294	0.560	162	110	0.7	1.2	27.182	D
2 - Little Common Road (A259)	715	119	347	16.48	1023	0.698	710	1011	1.5	2.3	11.845	B
3 - Cooden Sea Road	505	84	740	8.73	598	0.844	491	316	2.0	4.3	31.620	D
4 - Barnhorn Road (A259)	1148	191	281		1222	0.939	1116	951	4.0	9.4	28.881	D
5 - Chestnut Walk	53	9	1255		125	0.428	51	141	0.3	0.7	49.195	E

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	172	29	1248		274	0.630	170	115	1.2	1.6	34.746	D
2 - Little Common Road (A259)	748	125	363	17.24	1013	0.738	745	1055	2.3	2.8	13.826	B
3 - Cooden Sea Road	528	88	777	9.13	576	0.917	514	331	4.3	6.8	48.906	E
4 - Barnhorn Road (A259)	1201	200	294		1215	0.988	1163	997	9.4	15.7	47.140	E
5 - Chestnut Walk	56	9	1309		102	0.546	54	148	0.7	1.0	73.234	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1231		280	0.588	165	114	1.6	1.5	32.250	D
2 - Little Common Road (A259)	715	119	356	16.48	1018	0.702	716	1040	2.8	2.6	12.556	B
3 - Cooden Sea Road	505	84	748	8.73	594	0.851	506	324	6.8	6.6	45.104	E
4 - Barnhorn Road (A259)	1148	191	289		1218	0.942	1148	965	15.7	15.8	50.653	F
5 - Chestnut Walk	53	9	1292		110	0.487	53	145	1.0	1.0	66.549	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1143		316	0.455	148	105	1.5	0.9	22.328	C
2 - Little Common Road (A259)	624	104	326	14.40	1036	0.603	630	965	2.6	1.6	9.406	A
3 - Cooden Sea Road	441	74	660	7.62	647	0.682	466	296	6.6	2.5	23.112	C
4 - Barnhorn Road (A259)	1003	167	264		1231	0.815	1066	862	15.8	5.3	27.376	D
5 - Chestnut Walk	47	8	1197		149	0.313	50	132	1.0	0.5	38.319	E

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	882		423	0.272	118	81	0.9	0.4	12.230	B
2 - Little Common Road (A259)	498	83	255	11.50	1072	0.465	503	745	1.6	0.9	6.671	A
3 - Cooden Sea Road	352	59	526	6.09	727	0.484	361	232	2.5	1.0	10.535	B
4 - Barnhorn Road (A259)	801	133	205		1263	0.634	821	682	5.3	1.9	8.974	A
5 - Chestnut Walk	37	6	924		264	0.141	39	103	0.5	0.2	16.648	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	859		432	0.266	115	79	0.4	0.4	11.651	B
2 - Little Common Road (A259)	498	83	248	11.50	1072	0.465	498	726	0.9	0.9	6.574	A
3 - Cooden Sea Road	352	59	521	6.09	729	0.483	352	226	1.0	1.0	10.026	B
4 - Barnhorn Road (A259)	801	133	201		1265	0.633	801	672	1.9	1.9	8.195	A
5 - Chestnut Walk	37	6	901		274	0.136	37	101	0.2	0.2	15.717	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	47.56	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 Assessment Flows - Sensitivity	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	300	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	795	100.000
3 - Cooden Sea Road		ONE HOUR	✓	461	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1102	100.000
5 - Chestnut Walk		ONE HOUR	✓	84	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
From	1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk	
	0	16	161	123	0	
	4	0	72	698	21	
	134	118	0	191	18	
	53	802	213	0	34	
	0	34	36	14	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
From	1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk	
	0	2	1	0	0	
	6	0	5	3	3	
	9	2	0	10	7	
	2	6	7	0	3	
	0	2	3	4	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	1.05	148.74	11.5	F	245	368
2 - Little Common Road (A259)	0.88	27.49	5.8	D	649	974
3 - Cooden Sea Road	0.88	44.48	5.4	E	377	565
4 - Barnhorn Road (A259)	0.92	28.88	8.5	D	900	1350
5 - Chestnut Walk	0.88	138.22	3.0	F	69	103

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	812		451	0.450	198	127	0.0	0.8	14,085	B
2 - Little Common Road (A259)	538	90	363	11.50	1001	0.537	531	647	0.0	1.2	7,791	A
3 - Cooden Sea Road	312	52	573	6.09	695	0.449	307	320	0.0	0.8	9,845	A
4 - Barnhorn Road (A259)	745	124	196		1267	0.588	736	683	0.0	1.5	7,067	A
5 - Chestnut Walk	57	9	884		281	0.202	55	49	0.0	0.3	16,306	C

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	823		447	0.454	203	129	0.8	0.8	14,831	B
2 - Little Common Road (A259)	538	90	370	11.50	1003	0.536	538	656	1.2	1.2	7,971	A
3 - Cooden Sea Road	312	52	581	6.09	692	0.450	312	326	0.8	0.9	10,156	B
4 - Barnhorn Road (A259)	745	124	199		1266	0.589	745	694	1.5	1.5	7,316	A
5 - Chestnut Walk	57	9	895		276	0.206	57	49	0.3	0.3	16,863	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1019		367	0.693	247	160	0.8	2.0	28.808	D
2 - Little Common Road (A259)	673	112	454	14.40	959	0.702	667	813	1.2	2.3	12.424	B
3 - Cooden Sea Road	390	65	719	7.62	611	0.639	385	401	0.9	1.8	16.720	C
4 - Barnhorn Road (A259)	933	156	246		1241	0.752	924	858	1.5	3.0	11.727	B
5 - Chestnut Walk	71	12	1110		186	0.383	69	61	0.3	0.6	31.194	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	291	48	1156		311	0.935	270	181	2.0	5.4	67.175	F
2 - Little Common Road (A259)	771	128	504	16.48	929	0.830	759	922	2.3	4.3	20.431	C
3 - Cooden Sea Road	447	74	814	8.73	554	0.807	436	449	1.8	3.6	30.095	D
4 - Barnhorn Road (A259)	1069	178	279		1223	0.874	1051	970	3.0	5.9	20.217	C
5 - Chestnut Walk	81	14	1261		122	0.665	76	69	0.6	1.5	72.381	F

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	304	51	1209		289	1.051	275	190	5.4	10.4	124.772	F
2 - Little Common Road (A259)	806	134	518	17.24	921	0.876	797	965	4.3	5.8	27.493	D
3 - Cooden Sea Road	468	78	850	9.13	532	0.879	457	465	3.6	5.4	44.482	E
4 - Barnhorn Road (A259)	1118	186	293		1216	0.919	1102	1014	5.9	8.5	28.876	D
5 - Chestnut Walk	85	14	1322		97	0.880	77	73	1.5	3.0	138.215	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	291	48	1182		300	0.969	284	185	10.4	11.5	148.744	F
2 - Little Common Road (A259)	771	128	525	16.48	917	0.841	771	942	5.8	5.7	25.917	D
3 - Cooden Sea Road	447	74	832	8.73	543	0.823	447	464	5.4	5.3	41.429	E
4 - Barnhorn Road (A259)	1069	178	286		1219	0.876	1070	993	8.5	8.2	26.507	D
5 - Chestnut Walk	81	14	1286		112	0.727	82	71	3.0	2.9	125.440	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1074		344	0.738	301	168	11.5	3.7	87.731	F
2 - Little Common Road (A259)	673	112	520	14.40	919	0.732	689	854	5.7	3.1	17.090	C
3 - Cooden Sea Road	390	65	764	7.62	584	0.669	408	445	5.3	2.4	23.771	C
4 - Barnhorn Road (A259)	933	156	261		1233	0.757	961	912	8.2	3.6	15.204	C
5 - Chestnut Walk	71	12	1158		165	0.430	84	64	2.9	0.9	49.857	E

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	840		440	0.461	220	132	3.7	0.9	17.582	C
2 - Little Common Road (A259)	538	90	390	11.50	997	0.539	548	669	3.1	1.2	8.468	A
3 - Cooden Sea Road	312	52	599	6.09	684	0.456	320	340	2.4	0.9	10.883	B
4 - Barnhorn Road (A259)	745	124	205		1263	0.590	757	714	3.6	1.6	7.707	A
5 - Chestnut Walk	57	9	912		269	0.211	60	50	0.9	0.3	17.985	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	823		446	0.454	203	129	0.9	0.9	14.922	B
2 - Little Common Road (A259)	538	90	370	11.50	1004	0.536	538	656	1.2	1.2	7.982	A
3 - Cooden Sea Road	312	52	582	6.09	692	0.450	312	326	0.9	0.9	10.177	B
4 - Barnhorn Road (A259)	745	124	200		1266	0.589	745	694	1.6	1.5	7.332	A
5 - Chestnut Walk	57	9	896		276	0.206	57	49	0.3	0.3	16.905	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	70.15	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 Assessment Flows - Sensitivity	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	180	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	778	100.000
3 - Cooden Sea Road		ONE HOUR	✓	550	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1252	100.000
5 - Chestnut Walk		ONE HOUR	✓	58	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
From	1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk	
	0	16	121	43	0	
	4	0	35	698	41	
	107	133	0	282	28	
	12	965	187	0	88	
	0	21	9	28	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
From	1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk	
	0	2	1	7	0	
	17	0	1	5	1	
	2	2	0	8	0	
	4	5	7	0	8	
	0	1	0	6	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.70	43.30	2.0	E	147	221
2 - Little Common Road (A259)	0.79	16.70	3.5	C	636	953
3 - Cooden Sea Road	1.01	89.14	12.8	F	449	674
4 - Barnhorn Road (A259)	1.05	97.05	32.0	F	1023	1534
5 - Chestnut Walk	0.66	109.54	1.6	F	47	71

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	894		418	0.292	119	82	0.0	0.4	12.271	B
2 - Little Common Road (A259)	526	88	258	11.50	1062	0.496	520	756	0.0	1.0	6.883	A
3 - Cooden Sea Road	372	62	544	6.09	713	0.522	365	234	0.0	1.1	10.671	B
4 - Barnhorn Road (A259)	847	141	208		1261	0.671	834	701	0.0	2.1	8.665	A
5 - Chestnut Walk	39	7	938		258	0.152	38	105	0.0	0.2	16.810	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	908		412	0.295	122	83	0.4	0.4	12.704	B
2 - Little Common Road (A259)	526	88	262	11.50	1065	0.494	526	767	1.0	1.0	6.996	A
3 - Cooden Sea Road	372	62	550	6.09	712	0.522	372	238	1.1	1.1	11.076	B
4 - Barnhorn Road (A259)	847	141	212		1259	0.672	846	711	2.1	2.1	9.180	A
5 - Chestnut Walk	39	7	952		252	0.156	39	106	0.2	0.2	17.432	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1116		327	0.466	150	102	0.4	0.8	20.536	C
2 - Little Common Road (A259)	659	110	323	14.40	1032	0.638	654	944	1.0	1.8	9.849	A
3 - Cooden Sea Road	466	78	684	7.62	632	0.737	457	293	1.1	2.6	20.550	C
4 - Barnhorn Road (A259)	1060	177	261		1233	0.860	1041	880	2.1	5.3	18.148	C
5 - Chestnut Walk	49	8	1171		160	0.307	48	131	0.2	0.4	32.805	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	175	29	1240		277	0.631	170	114	0.8	1.5	33.387	D
2 - Little Common Road (A259)	754	126	362	16.48	1014	0.744	748	1048	1.8	2.8	13.811	B
3 - Cooden Sea Road	533	89	781	8.73	574	0.929	508	329	2.6	6.8	45.278	E
4 - Barnhorn Road (A259)	1214	202	291		1217	0.998	1156	998	5.3	15.0	41.032	E
5 - Chestnut Walk	56	9	1301		106	0.532	53	147	0.4	1.0	66.877	F

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	183	30	1279		261	0.700	180	117	1.5	2.0	43.302	E
2 - Little Common Road (A259)	789	132	377	17.24	1005	0.785	785	1081	2.8	3.5	16.702	C
3 - Cooden Sea Road	558	93	820	9.13	551	1.013	524	343	6.8	12.5	80.518	F
4 - Barnhorn Road (A259)	1270	212	301		1212	1.048	1191	1043	15.0	28.1	74.553	F
5 - Chestnut Walk	59	10	1340		89	0.660	56	152	1.0	1.5	101.568	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	175	29	1280		260	0.670	175	119	2.0	2.0	42.752	E
2 - Little Common Road (A259)	754	126	372	16.48	1008	0.748	756	1082	3.5	3.3	15.080	C
3 - Cooden Sea Road	533	89	790	8.73	568	0.938	532	338	12.5	12.8	89.141	F
4 - Barnhorn Road (A259)	1214	202	303		1211	1.003	1190	1019	28.1	32.0	97.050	F
5 - Chestnut Walk	56	9	1343		88	0.639	56	151	1.5	1.6	109.538	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1265		266	0.572	156	116	2.0	1.5	34.279	D
2 - Little Common Road (A259)	659	110	351	14.40	1021	0.646	667	1070	3.3	2.0	10.862	B
3 - Cooden Sea Road	466	78	698	7.62	624	0.747	521	319	12.8	3.6	44.564	E
4 - Barnhorn Road (A259)	1060	177	292		1216	0.872	1183	927	32.0	11.5	72.234	F
5 - Chestnut Walk	49	8	1330		93	0.527	51	145	1.6	1.3	90.586	F

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	969		387	0.315	128	87	1.5	0.5	14.548	B
2 - Little Common Road (A259)	526	88	280	11.50	1060	0.497	532	817	2.0	1.1	7.209	A
3 - Cooden Sea Road	372	62	560	6.09	707	0.526	386	252	3.6	1.2	12.277	B
4 - Barnhorn Road (A259)	847	141	219		1255	0.674	902	728	11.5	2.3	12.295	B
5 - Chestnut Walk	39	7	1010		228	0.172	46	111	1.3	0.2	21.092	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	909		412	0.296	122	83	0.5	0.4	12.756	B
2 - Little Common Road (A259)	526	88	263	11.50	1065	0.494	526	768	1.1	1.0	7.000	A
3 - Cooden Sea Road	372	62	551	6.09	713	0.522	372	238	1.2	1.2	11.109	B
4 - Barnhorn Road (A259)	847	141	212		1259	0.672	847	711	2.3	2.2	9.239	A
5 - Chestnut Walk	39	7	953		252	0.156	39	106	0.2	0.2	17.501	C





Appendix G – Assessment Output: Junction 6

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: J6 Inc NH Comments and 2022 Surveyed Flows.j9

Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\June 2022 Assessments J5 to J7\J6 Broadoak Ln_ A259 Little Common Rd

Report generation date: 13/06/2022 11:09:56

- »Surveyed Flows - 2022 Surveyed Flows, AM Surveyed Peak
- »Surveyed Flows - 2022 Surveyed Flows, PM Surveyed Peak
- »Future Year Flows - 2025 Baseline Flows, AM Saturn Peak
- »Future Year Flows - 2025 Baseline Flows, PM Saturn Peak
- »Future Year Flows - 2025 Ass. Flows, AM Saturn Peak
- »Future Year Flows - 2025 Ass. Flows, PM Saturn Peak
- »Future Year Flows - 2031 Baseline Flows, AM Saturn Peak
- »Future Year Flows - 2031 Baseline Flows, PM Saturn Peak
- »Future Year Flows - 2031 Ass. Flows, AM Saturn Peak
- »Future Year Flows - 2031 Ass. Flows, PM Saturn Peak
- »Future Year Flows - 2025 Ass. Flows - Sensitivity Test, AM Saturn Peak
- »Future Year Flows - 2025 Ass. Flows - Sensitivity Test, PM Saturn Peak
- »Future Year Flows - 2031 Ass. Flows - Sensitivity Test, AM Saturn Peak
- »Future Year Flows - 2031 Ass. Flows - Sensitivity Test, PM Saturn Peak

Summary of junction performance

	AM Surveyed Peak			PM Surveyed Peak				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
Surveyed Flows - 2022 Surveyed Flows								
Stream B-AC	0.3	21.64	0.21	0.55	0.1	15.16	0.08	0.21
Stream C-AB	0.0	8.72	0.03		0.0	8.28	0.02	

	AM Saturn Peak			PM Saturn Peak				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
Future Year Flows - 2025 Baseline Flows								
Stream B-AC	3.9	80.19	0.82	8.34	1.7	45.69	0.64	3.83
Stream C-AB	0.2	9.98	0.14		0.5	14.08	0.33	
Future Year Flows - 2025 Ass. Flows								
Stream B-AC	8.8	150.83	0.97	17.25	2.7	67.23	0.74	5.54
Stream C-AB	0.2	10.04	0.14		0.5	14.43	0.34	
Future Year Flows - 2031 Baseline Flows								
Stream B-AC	7.9	147.33	0.96	15.16	3.2	81.81	0.79	6.29
Stream C-AB	0.2	10.36	0.15		0.6	15.38	0.37	
Future Year Flows - 2031 Ass. Flows								
Stream B-AC	18.2	276.11	1.12	31.18	6.1	142.79	0.93	10.89
Stream C-AB	0.2	10.43	0.15		0.6	15.79	0.37	
Future Year Flows - 2025 Ass. Flows - Sensitivity Test								
Stream B-AC	10.4	172.04	1.00	20.03	2.8	70.50	0.76	5.79
Stream C-AB	0.2	10.07	0.14		0.5	14.52	0.34	
Future Year Flows - 2031 Ass. Flows - Sensitivity Test								
Stream B-AC	20.9	309.25	1.15	35.56	6.6	152.48	0.94	11.61
Stream C-AB	0.2	10.45	0.15		0.6	15.91	0.38	

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/06/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\yujing.liu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (FCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Surveyed Flows	AM Surveyed Peak	ONE HOUR	07:00	08:30	15	✓
D2	2022 Surveyed Flows	PM Surveyed Peak	ONE HOUR	16:30	18:00	15	✓
D3	2025 Baseline Flows	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D4	2025 Baseline Flows	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓
D5	2025 Ass. Flows	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D6	2025 Ass. Flows	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline Flows	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline Flows	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓
D9	2031 Ass. Flows	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D10	2031 Ass. Flows	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓
D11	2025 Ass. Flows - Sensitivity Test	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D12	2025 Ass. Flows - Sensitivity Test	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓
D13	2031 Ass. Flows - Sensitivity Test	AM Saturm Peak	ONE HOUR	07:45	09:15	15	✓
D14	2031 Ass. Flows - Sensitivity Test	PM Saturm Peak	ONE HOUR	16:45	18:15	15	✓

Surveyed Flows - 2022 Surveyed Flows, AM Surveyed Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Surveyed Flows	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Surveyed Flows	AM Surveyed Peak	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	903	100.000
B - Broadoak Ln		ONE HOUR	✓	41	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	13	890
B - Broadoak Ln	28	0	13
C - A259 Little Common Rd (E)	842	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	0	0
B - Broadoak Ln	0	0	0
C - A259 Little Common Rd (E)	0	0	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	0.21	21.64	0.3	C	38	56
C-AB	0.03	8.72	0.0	A	10	15
C-A					773	1159
A-B					12	18
A-C					817	1225

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	334	0.092	30	0.0	0.1	11.834	B
C-AB	8	2	501	0.017	8	0.0	0.0	7.308	A
C-A	634	158			634				
AB	10	2			10				
AC	670	168			670				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	284	0.130	37	0.1	0.1	14.551	B
C-AB	10	2	469	0.021	10	0.0	0.0	7.842	A
C-A	757	189			757				
AB	12	3			12				
AC	800	200			800				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	211	0.214	45	0.1	0.3	21.529	C
C-AB	12	3	425	0.029	12	0.0	0.0	8.720	A
C-A	927	232			927				
AB	14	4			14				
AC	980	245			980				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	211	0.214	45	0.3	0.3	21.645	C
C-AB	12	3	425	0.029	12	0.0	0.0	8.720	A
C-A	927	232			927				
AB	14	4			14				
AC	980	245			980				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	284	0.130	37	0.3	0.2	14.626	B
C-AB	10	2	469	0.021	10	0.0	0.0	7.843	A
C-A	757	189			757				
AB	12	3			12				
AC	800	200			800				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	334	0.092	31	0.2	0.1	11.882	B
C-AB	8	2	501	0.017	8	0.0	0.0	7.309	A
C-A	634	158			634				
AB	10	2			10				
AC	670	168			670				

Surveyed Flows - 2022 Surveyed Flows, PM Surveyed Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Surveyed Flows	✓	✓	D1, D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Surveyed Flows	PM Surveyed Peak	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	836	100.000
B - Broadoak Ln		ONE HOUR	✓	19	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	819	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	26	810
B - Broadoak Ln	11	0	8
C - A259 Little Common Rd (E)	812	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	0	0
B - Broadoak Ln	0	0	0
C - A259 Little Common Rd (E)	0	0	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	0.08	15.16	0.1	C	17	26
C-AB	0.02	8.28	0.0	A	6	10
C-A					745	1118
A-B					24	36
A-C					743	1115

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	371	0.039	14	0.0	0.0	10.074	B
C-AB	5	1	513	0.010	5	0.0	0.0	7.090	A
C-A	611	153			611				
AB	20	5			20				
AC	610	152			610				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	325	0.053	17	0.0	0.1	11.676	B
C-AB	6	2	483	0.013	6	0.0	0.0	7.543	A
C-A	730	182			730				
AB	23	6			23				
AC	728	182			728				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	258	0.081	21	0.1	0.1	15.144	C
C-AB	8	2	443	0.017	8	0.0	0.0	8.275	A
C-A	894	224			894				
AB	29	7			29				
AC	892	223			892				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	258	0.081	21	0.1	0.1	15.159	C
C-AB	8	2	443	0.017	8	0.0	0.0	8.275	A
C-A	894	224			894				
AB	29	7			29				
AC	892	223			892				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	325	0.053	17	0.1	0.1	11.694	B
C-AB	6	2	483	0.013	6	0.0	0.0	7.546	A
C-A	730	182			730				
AB	23	6			23				
AC	728	182			728				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	371	0.039	14	0.1	0.0	10.085	B
C-AB	5	1	513	0.010	5	0.0	0.0	7.093	A
C-A	611	153			611				
AB	20	5			20				
AC	610	152			610				

Future Year Flows - 2025 Baseline Flows, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		8.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	908	100.000
B - Broadoak Ln		ONE HOUR	✓	174	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)	
A - A259 Little Common Rd (W)	0	28	880	
B - Broadoak Ln	122	0	52	
C - A259 Little Common Rd (E)	602	54	0	

Vehicle Mix

Heavy Vehicle Percentages

		To		
From	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)	
A - A259 Little Common Rd (W)	0	4	5	
B - Broadoak Ln	7	0	1	
C - A259 Little Common Rd (E)	3	1	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	0.82	80.19	3.9	F	160	239
C-AB	0.14	9.98	0.2	A	50	74
C-A					552	829
A-B					26	39
A-C					808	1211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	346	0.378	129	0.0	0.6	17.160	C
C-AB	41	10	500	0.081	40	0.0	0.1	7.906	A
C-A	453	113			453				
AB	21	5			21				
AC	663	166			663				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	300	0.522	155	0.6	1.1	25.750	D
C-AB	49	12	468	0.104	48	0.1	0.1	8.667	A
C-A	541	135			541				
AB	25	6			25				
AC	791	198			791				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	233	0.822	182	1.1	3.4	65.012	F
C-AB	59	15	424	0.140	59	0.1	0.2	9.975	A
C-A	663	166			663				
AB	31	8			31				
AC	969	242			969				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	233	0.822	190	3.4	3.9	80.193	F
C-AB	59	15	424	0.140	59	0.2	0.2	9.985	A
C-A	663	166			663				
AB	31	8			31				
AC	969	242			969				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	300	0.522	167	3.9	1.2	30.607	D
C-AB	49	12	468	0.104	49	0.2	0.1	8.678	A
C-A	541	135			541				
AB	25	6			25				
AC	791	198			791				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	346	0.378	133	1.2	0.7	17.946	C
C-AB	41	10	500	0.081	41	0.1	0.1	7.922	A
C-A	453	113			453				
AB	21	5			21				
AC	663	166			663				

Future Year Flows - 2025 Baseline Flows, PM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Use circulating lanes	Junction Delay (s)	Junction LOS	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00		3.83	A	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1046	100.000
B - Broadoak Ln		ONE HOUR	✓	129	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	50	996
B - Broadoak Ln	48	0	81
C - A259 Little Common Rd (E)	678	117	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	6	5
B - Broadoak Ln	13	0	0
C - A259 Little Common Rd (E)	5	1	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	0.64	45.69	1.7	E	118	178
C-AB	0.33	14.08	0.5	B	107	161
C-A					622	933
A-B					46	69
A-C					914	1371

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	369	0.263	96	0.0	0.4	13.702	B
C-AB	88	22	475	0.186	87	0.0	0.2	9.359	A
C-A	510	128			510				
AB	38	9			38				
AC	750	187			750				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	312	0.372	115	0.4	0.6	19.016	C
C-AB	105	26	438	0.240	105	0.2	0.3	10.905	B
C-A	610	152			610				
AB	45	11			45				
AC	895	224			895				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	223	0.636	138	0.6	1.6	42.219	E
C-AB	129	32	387	0.333	128	0.3	0.5	14.010	B
C-A	746	187			746				
AB	55	14			55				
AC	1097	274			1097				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	223	0.637	142	1.6	1.7	45.694	E
C-AB	129	32	387	0.333	129	0.5	0.5	14.084	B
C-A	746	187			746				
AB	55	14			55				
AC	1097	274			1097				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	312	0.372	120	1.7	0.6	20.075	C
C-AB	105	26	438	0.240	106	0.5	0.3	10.975	B
C-A	610	152			610				
AB	45	11			45				
AC	895	224			895				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	368	0.264	98	0.6	0.4	13.970	B
C-AB	88	22	475	0.186	88	0.3	0.2	9.419	A
C-A	510	128			510				
AB	38	9			38				
AC	750	187			750				

Future Year Flows - 2025 Ass. Flows, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		17.25	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	916	100.000
B - Broadoak Ln		ONE HOUR	✓	199	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	36	880
	B - Broadoak Ln	147	0	52
	C - A259 Little Common Rd (E)	602	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	4	5
	B - Broadoak Ln	7	0	1
	C - A259 Little Common Rd (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.97	150.83	8.8	F	183	274
C-AB	0.14	10.04	0.2	B	50	74
C-A					552	829
A-B					33	50
A-C					808	1211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	340	0.441	147	0.0	0.8	19.343	C
C-AB	41	10	498	0.082	40	0.0	0.1	7.931	A
C-A	453	113			453				
AB	27	7			27				
AC	663	166			663				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	293	0.611	176	0.8	1.5	31.669	D
C-AB	49	12	466	0.104	48	0.1	0.1	8.703	A
C-A	541	135			541				
AB	32	8			32				
AC	791	198			791				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	227	0.967	199	1.5	6.5	100.829	F
C-AB	59	15	421	0.141	59	0.1	0.2	10.034	B
C-A	663	166			663				
AB	40	10			40				
AC	969	242			969				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	227	0.967	210	6.5	8.8	150.831	F
C-AB	59	15	421	0.141	59	0.2	0.2	10.043	B
C-A	663	166			663				
AB	40	10			40				
AC	969	242			969				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	293	0.611	207	8.8	1.8	53.837	F
C-AB	49	12	466	0.104	49	0.2	0.1	8.716	A
C-A	541	135			541				
AB	32	8			32				
AC	791	198			791				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	340	0.441	154	1.8	0.9	20.798	C
C-AB	41	10	498	0.082	41	0.1	0.1	7.946	A
C-A	453	113			453				
AB	27	7			27				
AC	663	166			663				

Future Year Flows - 2025 Ass. Flows, PM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1069	100.000
B - Broadoak Ln		ONE HOUR	✓	140	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	73	996
B - Broadoak Ln	59	0	81
C - A259 Little Common Rd (E)	678	117	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
A - A259 Little Common Rd (W)	0	6	5
B - Broadoak Ln	13	0	0
C - A259 Little Common Rd (E)	5	1	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	0.74	67.23	2.7	F	128	193
C-AB	0.34	14.43	0.5	B	107	161
C-A					622	933
A-B					67	100
A-C					914	1371

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	355	0.297	104	0.0	0.4	14.966	B
C-AB	88	22	471	0.187	87	0.0	0.2	9.460	A
C-A	510	128			510				
AB	55	14			55				
AC	750	187			750				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	297	0.424	125	0.4	0.7	21.809	C
C-AB	105	26	433	0.243	105	0.2	0.3	11.069	B
C-A	610	152			610				
AB	66	16			66				
AC	895	224			895				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	208	0.743	147	0.7	2.4	57.635	F
C-AB	129	32	381	0.338	128	0.3	0.5	14.344	B
C-A	746	187			746				
AB	80	20			80				
AC	1097	274			1097				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	207	0.744	153	2.4	2.7	67.233	F
C-AB	129	32	381	0.338	129	0.5	0.5	14.425	B
C-A	746	187			746				
AB	80	20			80				
AC	1097	274			1097				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	297	0.424	133	2.7	0.8	24.139	C
C-AB	105	26	433	0.243	106	0.5	0.3	11.144	B
C-A	610	152			610				
AB	66	16			66				
AC	895	224			895				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	354	0.297	107	0.8	0.5	15.361	C
C-AB	88	22	471	0.187	88	0.3	0.2	9.523	A
C-A	510	128			510				
AB	55	14			55				
AC	750	187			750				

Future Year Flows - 2031 Baseline Flows, AM Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		15.16	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	958	100.000
B - Broadoak Ln		ONE HOUR	✓	185	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	29	929
	B - Broadoak Ln	130	0	55
	C - A259 Little Common Rd (E)	637	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.96	147.33	7.9	F	170	255
C-AB	0.15	10.36	0.2	B	52	78
C-A					585	877
A-B					27	40
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	333	0.419	136	0.0	0.7	18.104	C
C-AB	43	11	491	0.087	43	0.0	0.1	8.025	A
C-A	480	120			480				
AB	22	5			22				
AC	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	283	0.588	164	0.7	1.3	29.570	D
C-AB	51	13	457	0.112	51	0.1	0.1	8.866	A
C-A	573	143			573				
AB	26	7			26				
AC	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	212	0.961	185	1.3	5.9	98.929	F
C-AB	63	16	410	0.153	63	0.1	0.2	10.346	B
C-A	701	175			701				
AB	32	8			32				
AC	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	212	0.961	196	5.9	7.9	147.326	F
C-AB	63	16	410	0.153	63	0.2	0.2	10.358	B
C-A	701	175			701				
AB	32	8			32				
AC	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	283	0.588	192	7.9	1.6	47.885	E
C-AB	51	13	457	0.112	51	0.2	0.1	8.882	A
C-A	573	143			573				
AB	26	7			26				
AC	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	333	0.419	143	1.6	0.7	19.245	C
C-AB	43	11	491	0.087	43	0.1	0.1	8.043	A
C-A	480	120			480				
AB	22	5			22				
AC	699	175			699				

Future Year Flows - 2031 Baseline Flows, PM Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		6.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1108	100.000
B - Broadoak Ln		ONE HOUR	✓	137	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	53	1055
B - Broadoak Ln	51	0	86
C - A259 Little Common Rd (E)	717	124	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	0	0
B - Broadoak Ln	0	0	0
C - A259 Little Common Rd (E)	0	0	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	0.79	81.81	3.2	F	126	189
C-AB	0.37	15.38	0.6	C	114	171
C-A					658	987
A-B					49	73
A-C					968	1452

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	352	0.293	102	0.0	0.4	14.287	B
C-AB	93	23	464	0.201	92	0.0	0.2	9.673	A
C-A	540	135			540				
AB	40	10			40				
AC	794	199			794				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	290	0.425	122	0.4	0.7	21.268	C
C-AB	111	28	424	0.263	111	0.2	0.4	11.472	B
C-A	645	161			645				
AB	48	12			48				
AC	948	237			948				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	191	0.791	143	0.7	2.8	66.255	F
C-AB	137	34	370	0.369	136	0.4	0.6	15.275	C
C-A	789	197			789				
AB	58	15			58				
AC	1162	290			1162				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	190	0.792	149	2.8	3.2	81.814	F
C-AB	137	34	370	0.369	137	0.6	0.6	15.383	C
C-A	789	197			789				
AB	58	15			58				
AC	1162	290			1162				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	290	0.425	133	3.2	0.8	24.204	C
C-AB	111	28	424	0.263	112	0.6	0.4	11.564	B
C-A	645	161			645				
AB	48	12			48				
AC	948	237			948				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	352	0.293	105	0.8	0.4	14.651	B
C-AB	93	23	464	0.201	94	0.4	0.3	9.749	A
C-A	540	135			540				
AB	40	10			40				
AC	794	199			794				

Future Year Flows - 2031 Ass. Flows, AM Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		31.18	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	967	100.000
B - Broadoak Ln		ONE HOUR	✓	209	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	38	929
	B - Broadoak Ln	154	0	55
	C - A259 Little Common Rd (E)	637	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.12	276.11	18.2	F	192	288
C-AB	0.15	10.43	0.2	B	52	78
C-A					585	877
A-B					35	52
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	327	0.482	154	0.0	0.9	20.449	C
C-AB	43	11	489	0.088	43	0.0	0.1	8.054	A
C-A	480	120			480				
AB	29	7			29				
AC	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	277	0.679	184	0.9	1.9	37.242	E
C-AB	51	13	455	0.113	51	0.1	0.1	8.909	A
C-A	573	143			573				
AB	34	9			34				
AC	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	206	1.117	193	1.9	11.1	154.159	F
C-AB	63	16	408	0.154	63	0.1	0.2	10.417	B
C-A	701	175			701				
AB	42	10			42				
AC	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	206	1.118	202	11.1	18.2	276.109	F
C-AB	63	16	408	0.154	63	0.2	0.2	10.430	B
C-A	701	175			701				
AB	42	10			42				
AC	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	277	0.679	249	18.2	2.8	145.181	F
C-AB	51	13	455	0.113	51	0.2	0.1	8.924	A
C-A	573	143			573				
AB	34	9			34				
AC	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	326	0.482	165	2.8	1.0	23.121	C
C-AB	43	11	489	0.088	43	0.1	0.1	8.073	A
C-A	480	120			480				
AB	29	7			29				
AC	699	175			699				

Future Year Flows - 2031 Ass. Flows, PM Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		10.89	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1131	100.000
B - Broadoak Ln		ONE HOUR	✓	148	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)	
A - A259 Little Common Rd (W)	0	76	1055	
B - Broadoak Ln	62	0	86	
C - A259 Little Common Rd (E)	717	124	0	

Vehicle Mix

Heavy Vehicle Percentages

		To		
From	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)	
A - A259 Little Common Rd (W)	0	0	0	
B - Broadoak Ln	0	0	0	
C - A259 Little Common Rd (E)	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.93	142.79	6.1	F	136	204
C-AB	0.37	15.79	0.6	C	114	171
C-A					658	987
A-B					70	105
A-C					968	1452

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	338	0.329	110	0.0	0.5	15.601	C
C-AB	93	23	459	0.203	92	0.0	0.3	9.783	A
C-A	540	135			540				
AB	57	14			57				
AC	794	199			794				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	276	0.483	131	0.5	0.9	24.698	C
C-AB	111	28	419	0.266	111	0.3	0.4	11.656	B
C-A	645	161			645				
AB	68	17			68				
AC	948	237			948				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	176	0.926	148	0.9	4.7	98.708	F
C-AB	137	34	364	0.375	136	0.4	0.6	15.675	C
C-A	789	197			789				
AB	84	21			84				
AC	1162	290			1162				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	176	0.928	157	4.7	6.1	142.793	F
C-AB	137	34	364	0.375	137	0.6	0.6	15.794	C
C-A	789	197			789				
AB	84	21			84				
AC	1162	290			1162				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	275	0.484	134	6.1	1.0	33.999	D
C-AB	111	28	419	0.266	112	0.6	0.4	11.755	B
C-A	645	161			645				
AB	68	17			68				
AC	948	237			948				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	338	0.330	113	1.0	0.5	16.158	C
C-AB	93	23	459	0.203	94	0.4	0.3	9.861	A
C-A	540	135			540				
AB	57	14			57				
AC	794	199			794				

Future Year Flows - 2025 Ass. Flows - Sensitivity Test, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		20.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2025 Ass. Flows - Sensitivity Test	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	919	100.000
B - Broadoak Ln		ONE HOUR	✓	204	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	39	880
B - Broadoak Ln	152	0	52
C - A259 Little Common Rd (E)	602	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From			
A - A259 Little Common Rd (W)	0	4	5
B - Broadoak Ln	7	0	1
C - A259 Little Common Rd (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.00	172.04	10.4	F	187	281
C-AB	0.14	10.07	0.2	B	50	74
C-A					552	829
AB					36	54
AC					808	1211