

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462											
© Copyright TRL Limited, 2019											
For sales and distribution information, program advice and maintenance, contact TRL:											
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Junction 1 Site Access onto A363 Bradbury Road.j9

Path: C:\Users\beth1\EvokeTransport\Evoke Transport\Evoke Projects - Documents\R-20-0016 South Trowbridge\30 Technical\31 Modelling

Report generation date: 20/02/2020 15:23:47

- »2026 Base + Elm Grove + Prop Dev, AM
- »2026 Base + Elm Grove + Prop Dev, PM
- »2026 Base + Elm Grove + Prop Dev + H2.2, AM
- »2026 Base + Elm Grove + Prop Dev + H2.2, PM
- »Sensitivity Test: 2026 Baseline, AM
- »Sensitivity Test: 2026 Baseline, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 Base + Elm Grove + Prop Dev											
Stream B-AC	D5	0.1	8.39	0.09	A	113 %	D6	0.0	8.05	0.04	A	122 %
Stream C-AB		0.0	5.77	0.02	A	[Stream B-AC]		0.0	5.90	0.03	A	[Stream B-AC]
	2026 Base + Elm Grove + Prop Dev + H2.2											
Stream B-AC	D7	0.2	9.22	0.16	A	91 %	D8	0.1	7.53	0.07	A	188 %
Stream C-AB		0.0	5.85	0.03	A	[Stream B-AC]		0.1	6.12	0.06	A	[Stream B-AC]
	Sensitivity Test: 2026 Baseline											
Stream B-AC	D9	0.3	12.28	0.21	B	38 %	D10	0.1	13.20	0.12	B	33 %
Stream C-AB		0.0	5.87	0.03	A	[Stream B-AC]		0.1	7.90	0.08	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Site Access
Location	A363 Bradley Road/ Site Access
Site number	
Date	20/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D5	2026 Base + Elm Grove + Prop Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Elm Grove + Prop Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + Elm Grove + Prop Dev + H2.2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Elm Grove + Prop Dev + H2.2	PM	ONE HOUR	16:45	18:15	15	✓
D9	Sensitivity Test: 2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D10	Sensitivity Test: 2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base + Elm Grove + Prop Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A363 Bradley Road East		Major
B	Site Access		Minor
C	A363 Bradley Road West		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	6.00		✓	3.00	250.0	✓	6.00

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	One lane	3.00	120	163

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	600	0.109	0.276	0.174	0.395
B-C	727	0.111	0.282	-	-
C-B	781	0.303	0.303	-	-

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	2026 Base + Elm Grove + Prop Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	431	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	479	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	8	423
	B	16	0	21
	C	469	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.39	0.1	A	34	51
C-AB	0.02	5.77	0.0	A	9	14
C-A					430	646
A-B					7	11
A-C					388	582

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	534	0.052	28	0.0	0.1	7.102	A
C-AB	8	2	681	0.011	7	0.0	0.0	5.343	A
C-A	353	88			353				
A-B	6	2			6				
A-C	318	80			318				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	508	0.066	33	0.1	0.1	7.589	A
C-AB	9	2	662	0.014	9	0.0	0.0	5.514	A
C-A	422	105			422				
A-B	7	2			7				
A-C	380	95			380				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	470	0.087	41	0.1	0.1	8.389	A
C-AB	11	3	635	0.017	11	0.0	0.0	5.770	A
C-A	516	129			516				
A-B	9	2			9				
A-C	466	116			466				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	470	0.087	41	0.1	0.1	8.393	A
C-AB	11	3	635	0.017	11	0.0	0.0	5.770	A
C-A	516	129			516				
A-B	9	2			9				
A-C	466	116			466				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	508	0.066	33	0.1	0.1	7.596	A
C-AB	9	2	662	0.014	9	0.0	0.0	5.514	A
C-A	422	105			422				
A-B	7	2			7				
A-C	380	95			380				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	534	0.052	28	0.1	0.1	7.112	A
C-AB	8	2	681	0.011	8	0.0	0.0	5.345	A
C-A	353	88			353				
A-B	6	2			6				
A-C	318	80			318				

2026 Base + Elm Grove + Prop Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	122	Stream B-AC

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	2026 Base + Elm Grove + Prop Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	448	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	14	434
	B	8	0	11
	C	475	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	8.05	0.0	A	17	26
C-AB	0.03	5.90	0.0	A	17	26
C-A					436	654
A-B					13	19
A-C					398	597

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	534	0.027	14	0.0	0.0	6.925	A
C-AB	14	4	678	0.021	14	0.0	0.0	5.421	A
C-A	358	89			358				
A-B	11	3			11				
A-C	327	82			327				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	507	0.034	17	0.0	0.0	7.351	A
C-AB	17	4	658	0.026	17	0.0	0.0	5.614	A
C-A	427	107			427				
A-B	13	3			13				
A-C	390	98			390				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	468	0.045	21	0.0	0.0	8.047	A
C-AB	21	5	631	0.033	21	0.0	0.0	5.904	A
C-A	523	131			523				
A-B	15	4			15				
A-C	478	119			478				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	468	0.045	21	0.0	0.0	8.048	A
C-AB	21	5	631	0.033	21	0.0	0.0	5.904	A
C-A	523	131			523				
A-B	15	4			15				
A-C	478	119			478				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	507	0.034	17	0.0	0.0	7.353	A
C-AB	17	4	658	0.026	17	0.0	0.0	5.614	A
C-A	427	107			427				
A-B	13	3			13				
A-C	390	98			390				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	534	0.027	14	0.0	0.0	6.929	A
C-AB	14	4	678	0.021	14	0.0	0.0	5.424	A
C-A	358	89			358				
A-B	11	3			11				
A-C	327	82			327				

2026 Base + Elm Grove + Prop Dev + H2.2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	Stream B-AC

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	2026 Base + Elm Grove + Prop Dev + H2.2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	12	423
	B	30	0	39
	C	469	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	9.22	0.2	A	63	95
C-AB	0.03	5.85	0.0	A	16	23
C-A					430	646
A-B					11	17
A-C					388	582

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	532	0.098	52	0.0	0.1	7.484	A
C-AB	13	3	680	0.019	13	0.0	0.0	5.393	A
C-A	353	88			353				
A-B	9	2			9				
A-C	318	80			318				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	505	0.123	62	0.1	0.1	8.124	A
C-AB	15	4	661	0.023	15	0.0	0.0	5.577	A
C-A	422	105			422				
A-B	11	3			11				
A-C	380	95			380				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	466	0.163	76	0.1	0.2	9.209	A
C-AB	19	5	634	0.030	19	0.0	0.0	5.854	A
C-A	516	129			516				
A-B	13	3			13				
A-C	466	116			466				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	466	0.163	76	0.2	0.2	9.218	A
C-AB	19	5	634	0.030	19	0.0	0.0	5.854	A
C-A	516	129			516				
A-B	13	3			13				
A-C	466	116			466				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	505	0.123	62	0.2	0.1	8.136	A
C-AB	15	4	661	0.023	15	0.0	0.0	5.578	A
C-A	422	105			422				
A-B	11	3			11				
A-C	380	95			380				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	532	0.098	52	0.1	0.1	7.503	A
C-AB	13	3	680	0.019	13	0.0	0.0	5.393	A
C-A	353	88			353				
A-B	9	2			9				
A-C	318	80			318				

2026 Base + Elm Grove + Prop Dev + H2.2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	188	Stream B-AC

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	2026 Base + Elm Grove + Prop Dev + H2.2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	26	434
	B	14	0	19
	C	47	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.53	0.1	A	30	45
C-AB	0.06	6.12	0.1	A	32	48
C-A					43	65
A-B					24	36
A-C					398	597

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	563	0.044	25	0.0	0.0	6.688	A
C-AB	26	7	675	0.039	26	0.0	0.0	5.543	A
C-A	35	9			35				
A-B	20	5			20				
A-C	327	82			327				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	542	0.055	30	0.0	0.1	7.020	A
C-AB	31	8	655	0.048	31	0.0	0.1	5.773	A
C-A	42	11			42				
A-B	23	6			23				
A-C	390	98			390				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	514	0.071	36	0.1	0.1	7.534	A
C-AB	39	10	627	0.062	38	0.1	0.1	6.121	A
C-A	52	13			52				
A-B	29	7			29				
A-C	478	119			478				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	514	0.071	36	0.1	0.1	7.534	A
C-AB	39	10	627	0.062	39	0.1	0.1	6.121	A
C-A	52	13			52				
A-B	29	7			29				
A-C	478	119			478				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	542	0.055	30	0.1	0.1	7.022	A
C-AB	31	8	655	0.048	32	0.1	0.1	5.776	A
C-A	42	11			42				
A-B	23	6			23				
A-C	390	98			390				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	563	0.044	25	0.1	0.0	6.695	A
C-AB	26	7	675	0.039	26	0.1	0.0	5.545	A
C-A	35	9			35				
A-B	20	5			20				
A-C	327	82			327				

Sensitivity Test: 2026 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	Stream B-AC

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	Sensitivity Test: 2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	439	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	1065	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	12	427
	B	30	0	39
	C	1048	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	12.28	0.3	B	63	95
C-AB	0.03	5.87	0.0	A	16	23
C-A					962	1442
A-B					11	17
A-C					392	588

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	476	0.109	51	0.0	0.1	8.473	A
C-AB	13	3	679	0.019	13	0.0	0.0	5.400	A
C-A	789	197			789				
A-B	9	2			9				
A-C	321	80			321				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	433	0.143	62	0.1	0.2	9.689	A
C-AB	15	4	660	0.023	15	0.0	0.0	5.587	A
C-A	942	236			942				
A-B	11	3			11				
A-C	384	96			384				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	369	0.206	76	0.2	0.3	12.248	B
C-AB	19	5	632	0.030	19	0.0	0.0	5.867	A
C-A	1154	288			1154				
A-B	13	3			13				
A-C	470	118			470				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	369	0.206	76	0.3	0.3	12.277	B
C-AB	19	5	632	0.030	19	0.0	0.0	5.867	A
C-A	1154	288			1154				
A-B	13	3			13				
A-C	470	118			470				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	433	0.143	62	0.3	0.2	9.718	A
C-AB	15	4	660	0.023	15	0.0	0.0	5.590	A
C-A	942	236			942				
A-B	11	3			11				
A-C	384	96			384				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	476	0.109	52	0.2	0.1	8.500	A
C-AB	13	3	679	0.019	13	0.0	0.0	5.400	A
C-A	789	197			789				
A-B	9	2			9				
A-C	321	80			321				

Sensitivity Test: 2026 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-AC

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	Sensitivity Test: 2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	854	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	26	828
	B	14	0	19
	C	594	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	13.20	0.1	B	30	45
C-AB	0.08	7.90	0.1	A	32	48
C-A					545	818
A-B					24	36
A-C					760	1140

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	432	0.058	25	0.0	0.1	8.840	A
C-AB	26	7	585	0.045	26	0.0	0.0	6.443	A
C-A	447	112			447				
A-B	20	5			20				
A-C	623	156			623				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	382	0.078	30	0.1	0.1	10.217	B
C-AB	31	8	547	0.058	31	0.0	0.1	6.986	A
C-A	534	133			534				
A-B	23	6			23				
A-C	744	186			744				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	309	0.118	36	0.1	0.1	13.182	B
C-AB	39	10	494	0.078	38	0.1	0.1	7.902	A
C-A	654	164			654				
A-B	29	7			29				
A-C	912	228			912				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	309	0.118	36	0.1	0.1	13.201	B
C-AB	39	10	494	0.078	39	0.1	0.1	7.905	A
C-A	654	164			654				
A-B	29	7			29				
A-C	912	228			912				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	382	0.078	30	0.1	0.1	10.235	B
C-AB	31	8	547	0.058	32	0.1	0.1	6.992	A
C-A	534	133			534				
A-B	23	6			23				
A-C	744	186			744				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	431	0.058	25	0.1	0.1	8.859	A
C-AB	26	7	585	0.045	26	0.1	0.0	6.446	A
C-A	447	112			447				
A-B	20	5			20				
A-C	623	156			623				