

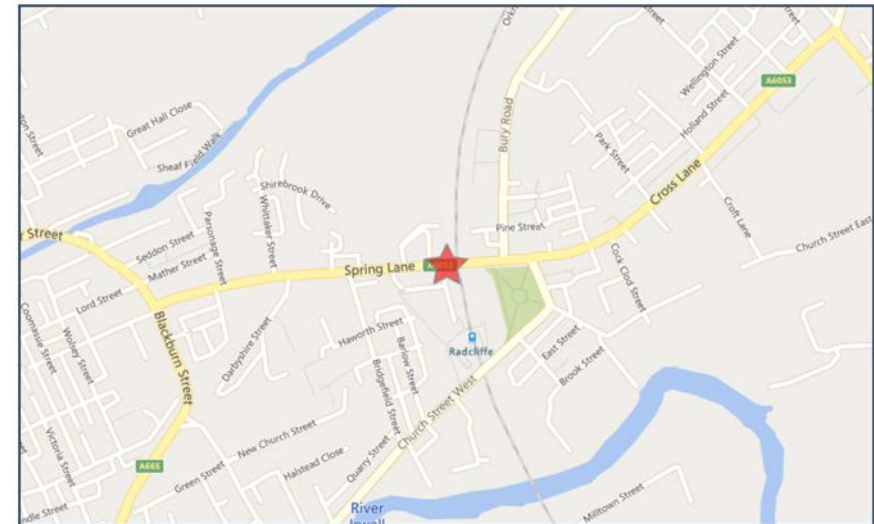
APPENDICES

APPENDIX A: Accident Data



Validated Data

Crash Date:	Monday, October 21, 2019	Time of Crash:	5:20:00 PM	Crash Reference:	201906N263925
Highest Injury Severity:	Slight	Road Number:	A6053	Number of Casualties:	1
Highway Authority:	Bury	Number of Vehicles:	2	OS Grid Reference:	378797 407445
Local Authority:	Bury Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX B: Traffic Survey Outputs

Radcliffe

Thursday 8th June 2023

Junction: 1 (Eastern Site)

Approach: A6053 Spring Lane East

TIME	Left to Park and Ride									Ahead to A6053 Spring Lane (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	42	11	2	0	1	56	58.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	1	70	8	2	0	1	82	83.4
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	78	12	4	0	1	95	98.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	1	0	82	10	2	0	0	95	95.2
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	1	272	41	10	0	3	328	334.6
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	92	9	0	0	0	101	101.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	1	0	99	13	2	0	0	115	115.2
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	91	12	0	0	0	103	103.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	75	10	4	1	0	90	93.3
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	0	357	44	6	1	0	409	412.5
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	1	0	82	11	5	0	0	99	100.7
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	1	61	14	4	2	0	82	86.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	51	7	3	0	0	61	62.5
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	1	1	56	10	3	2	0	73	75.7
Hourly Total	0	0	0	0	0	0	0	0	0.0	2	2	250	42	15	4	0	315	324.9

TOTAL	0	0	0	0	0	0	0	0	0.0	4	3	879	127	31	5	3	1052	1072.0
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14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	75	11	4	1	0	91	94.3
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	1	84	12	2	0	0	99	99.4
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	67	9	5	1	0	82	85.8
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	85	15	4	0	0	104	106.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	311	47	15	2	0	376	385.5
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	1	0	86	18	1	0	0	106	105.7
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	88	13	5	1	1	108	112.8
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	88	14	2	1	2	107	111.3
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	1	0	119	17	2	1	2	142	145.5
Hourly Total	0	0	0	0	0	0	0	0	0.0	2	0	381	62	10	3	5	463	475.3
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	1	0	126	21	3	1	0	152	154.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	1	4	114	18	4	0	0	141	139.8
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	125	23	2	0	1	151	153.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	1	0	111	9	4	2	0	127	130.8
Hourly Total	0	0	0	0	0	0	0	0	0.0	3	4	476	71	13	3	1	571	577.6
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	2	0	118	10	2	0	1	133	133.4
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	2	0	128	10	0	0	0	140	138.4
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	114	13	0	0	0	127	127.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	1	3	106	11	0	0	1	122	120.4
Hourly Total	0	0	0	0	0	0	0	0	0.0	5	3	466	44	2	0	2	522	519.2
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	83	8	1	0	0	92	92.5
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	2	0	85	5	0	0	0	92	90.4
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	88	5	0	0	0	93	93.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	83	3	1	0	0	87	87.5
Hourly Total	0	0	0	0	0	0	0	0	0.0	2	0	339	21	2	0	0	364	363.4

TOTAL	0	0	0	0	0	0	0	0	0.0	12	8	1973	245	42	8	8	2296	2321.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 1 (Eastern Site)

Approach: Park and Ride

TIME	Left to A6053 Spring Lane (W)									Right to A6053 Spring Lane (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	7	1	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	11	0	0	0	0	11	11.0	0	0	3	0	0	0	0	3	3.0
07:30 - 07:45	0	0	6	1	0	0	0	7	7.0	0	0	5	0	0	0	0	5	5.0
07:45 - 08:00	0	0	17	0	0	0	0	17	17.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	41	2	0	0	0	43	43.0	0	0	17	0	0	0	0	17	17.0
08:00 - 08:15	0	0	10	0	0	0	0	10	10.0	0	0	9	0	0	0	0	9	9.0
08:15 - 08:30	0	0	5	0	0	0	0	5	5.0	0	0	6	1	0	0	0	7	7.0
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	0	25	0	0	0	0	25	25.0	0	0	20	2	0	0	0	22	22.0
09:00 - 09:15	0	0	5	0	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0
09:15 - 09:30	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	12	0	0	0	0	12	12.0	0	0	9	0	0	0	0	9	9.0

TOTAL	0	0	78	2	0	0	0	80	80.0	0	0	46	2	0	0	0	48	48.0
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14:00 - 14:15	0	0	5	0	0	0	0	5	5.0	0	0	4	0	0	0	0	4	4.0
14:15 - 14:30	0	0	8	0	0	0	0	8	8.0	0	0	3	0	0	0	0	3	3.0
14:30 - 14:45	0	0	5	0	0	0	0	5	5.0	0	0	2	0	0	0	0	2	2.0
14:45 - 15:00	0	0	12	0	0	0	0	12	12.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	30	0	0	0	0	30	30.0	0	0	10	0	0	0	0	10	10.0
15:00 - 15:15	0	0	8	0	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
15:15 - 15:30	0	0	13	0	0	0	0	13	13.0	0	0	5	0	0	0	0	5	5.0
15:30 - 15:45	0	0	14	0	0	0	0	14	14.0	0	0	9	0	0	0	0	9	9.0
15:45 - 16:00	0	0	12	0	0	0	0	12	12.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	47	0	0	0	0	47	47.0	0	0	21	0	0	0	0	21	21.0
16:00 - 16:15	0	0	20	1	0	0	0	21	21.0	0	0	5	0	0	0	0	5	5.0
16:15 - 16:30	0	0	9	0	0	0	0	9	9.0	0	0	5	0	0	0	0	5	5.0
16:30 - 16:45	0	0	19	1	0	0	0	20	20.0	0	0	10	0	0	0	0	10	10.0
16:45 - 17:00	0	0	24	0	0	0	0	24	24.0	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	0	72	2	0	0	0	74	74.0	0	0	31	0	0	0	0	31	31.0
17:00 - 17:15	0	0	38	1	0	0	0	39	39.0	0	0	10	0	0	0	0	10	10.0
17:15 - 17:30	0	0	16	0	0	0	0	16	16.0	0	0	14	0	0	0	0	14	14.0
17:30 - 17:45	0	0	28	1	0	0	0	29	29.0	0	0	3	0	0	0	0	3	3.0
17:45 - 18:00	0	0	13	0	0	0	0	13	13.0	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	0	95	2	0	0	0	97	97.0	0	0	38	0	0	0	0	38	38.0
18:00 - 18:15	0	0	42	0	0	0	0	42	42.0	0	0	39	0	0	0	0	39	39.0
18:15 - 18:30	0	0	21	0	0	0	0	21	21.0	0	0	13	0	0	0	0	13	13.0
18:30 - 18:45	1	0	27	0	0	0	0	28	27.2	0	0	13	1	0	0	0	14	14.0
18:45 - 19:00	0	0	11	0	0	0	0	11	11.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	1	0	101	0	0	0	0	102	101.2	0	0	70	1	0	0	0	71	71.0

TOTAL	1	0	345	4	0	0	0	350	349.2	0	0	170	1	0	0	0	171	171.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 1 (Eastern Site)

Approach: A6053 Spring Lane West

TIME	Ahead to A6053 Spring Lane (E)									Right to Park and Ride								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	1	67	17	3	0	0	89	89.1	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	77	14	3	0	3	97	101.5	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	113	27	1	0	0	141	141.5	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	102	18	3	1	2	126	130.8	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	359	76	10	1	5	453	462.9	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	3	1	147	16	3	0	2	172	172.5	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	1	0	105	10	3	0	1	120	121.7	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	1	1	78	17	4	2	0	103	106.2	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	96	9	4	0	0	109	111.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	5	2	426	52	14	2	3	504	511.4	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	1	99	18	4	0	0	122	123.4	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	79	12	4	2	0	97	101.6	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	1	0	69	18	1	0	0	89	88.7	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	1	0	72	15	0	1	0	89	89.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	1	319	63	9	3	0	397	403.2	0	0	0	0	0	0	0	0	0.0

TOTAL	8	4	1104	191	33	6	8	1354	1377.5	0	0	0	0	0	0	0	0	0.0
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14:00 - 14:15	0	0	72	16	1	0	0	89	89.5	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	1	0	88	12	4	0	0	105	106.2	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	1	84	12	5	0	1	103	105.9	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	2	77	16	1	0	0	96	95.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	3	321	56	11	0	1	393	396.9	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	1	0	71	12	4	0	1	89	91.2	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	2	0	70	22	1	1	1	97	98.2	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	2	96	11	1	0	0	110	109.3	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	1	106	14	2	0	0	123	123.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	3	3	343	59	8	1	2	419	422.1	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	2	0	88	16	1	0	0	107	105.9	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	1	0	74	8	4	0	1	88	90.2	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	1	89	9	5	0	0	104	105.9	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	79	10	1	0	0	90	90.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	3	1	330	43	11	0	1	389	392.5	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	2	1	84	6	1	0	0	94	92.3	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	74	12	2	0	0	88	89.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	1	1	97	7	0	0	0	106	104.6	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	86	1	0	0	0	87	87.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	3	2	341	26	3	0	0	375	372.9	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	1	0	95	7	0	0	0	103	102.2	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	1	77	4	0	0	0	82	81.4	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	2	89	3	1	0	0	95	94.3	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	1	0	83	11	0	0	0	95	94.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	3	344	25	1	0	0	375	372.1	0	0	0	0	0	0	0	0	0.0

TOTAL	12	12	1679	209	34	1	4	1951	1956.5	0	0	0	0	0	0	0	0	0.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 1 (Western Site)

Approach: A6053 Spring Lane East

TIME	Left to Park and Ride									Ahead to A6053 Spring Lane (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	0	0	0	0	3	3.0	0	1	45	12	2	0	1	61	62.4
07:15 - 07:30	0	0	16	0	0	0	0	16	16.0	0	0	59	8	2	0	1	70	72.0
07:30 - 07:45	0	0	16	0	0	0	0	16	16.0	0	1	66	13	4	0	1	85	87.4
07:45 - 08:00	0	0	21	0	0	0	0	21	21.0	1	0	77	9	2	0	0	89	89.2
Hourly Total	0	0	56	0	0	0	0	56	56.0	1	2	247	42	10	0	3	305	311.0
08:00 - 08:15	0	0	26	0	0	0	0	26	26.0	0	0	73	9	0	0	0	82	82.0
08:15 - 08:30	0	0	13	0	0	0	0	13	13.0	1	0	83	12	2	0	0	98	98.2
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	2	86	11	0	0	0	99	97.8
08:45 - 09:00	0	0	6	0	0	0	0	6	6.0	0	0	72	10	4	1	0	87	90.3
Hourly Total	0	0	53	0	0	0	0	53	53.0	1	2	314	42	6	1	0	366	368.3
09:00 - 09:15	0	0	9	0	0	0	0	9	9.0	1	0	75	11	5	0	0	92	93.7
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	1	62	15	4	2	0	84	88.0
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	0	48	7	3	0	0	58	59.5
09:45 - 10:00	0	0	4	0	0	0	0	4	4.0	1	1	54	9	2	2	0	69	71.2
Hourly Total	0	0	21	0	0	0	0	21	21.0	2	2	239	42	14	4	0	303	312.4

TOTAL	0	0	130	0	0	0	0	130	130.0	4	6	800	126	30	5	3	974	991.7
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14:00 - 14:15	0	0	1	0	0	0	0	1	1.0	0	0	83	10	3	1	0	97	99.8
14:15 - 14:30	0	0	1	0	0	0	0	1	1.0	0	1	87	12	2	0	0	102	102.4
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	70	11	5	1	0	87	90.8
14:45 - 15:00	0	0	2	0	0	0	0	2	2.0	0	0	97	15	4	0	0	116	118.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	1	337	48	14	2	0	402	411.0
15:00 - 15:15	0	0	4	0	0	0	0	4	4.0	1	0	92	18	1	0	0	112	111.7
15:15 - 15:30	0	0	5	0	0	0	0	5	5.0	0	0	94	14	5	1	1	115	119.8
15:30 - 15:45	0	0	2	0	0	0	0	2	2.0	0	0	97	15	2	1	2	117	121.3
15:45 - 16:00	0	0	2	0	0	0	0	2	2.0	1	0	120	16	1	1	2	141	144.0
Hourly Total	0	0	13	0	0	0	0	13	13.0	2	0	403	63	9	3	5	485	496.8
16:00 - 16:15	0	0	5	0	0	0	0	5	5.0	0	1	137	23	3	1	0	165	167.2
16:15 - 16:30	0	0	3	0	0	0	0	3	3.0	1	4	114	17	3	0	0	139	137.3
16:30 - 16:45	0	0	8	0	0	0	0	8	8.0	0	0	134	21	2	0	1	158	160.0
16:45 - 17:00	0	0	1	1	0	0	0	2	2.0	1	0	132	11	4	2	0	150	153.8
Hourly Total	0	0	17	1	0	0	0	18	18.0	2	5	517	72	12	3	1	612	618.3
17:00 - 17:15	0	0	4	0	0	0	0	4	4.0	1	0	143	10	1	0	1	156	156.7
17:15 - 17:30	0	0	7	0	0	0	0	7	7.0	3	0	136	10	0	0	0	149	146.6
17:30 - 17:45	0	0	5	0	0	0	0	5	5.0	0	0	136	15	0	0	0	151	151.0
17:45 - 18:00	0	0	6	0	0	0	0	6	6.0	0	4	110	10	0	0	1	125	123.6
Hourly Total	0	0	22	0	0	0	0	22	22.0	4	4	525	45	1	0	2	581	577.9
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	0	124	9	1	0	0	134	134.5
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	3	0	99	4	1	0	0	107	105.1
18:30 - 18:45	0	0	7	0	0	0	0	7	7.0	1	0	104	4	0	0	0	109	108.2
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	97	4	1	0	0	102	102.5
Hourly Total	0	0	25	1	0	0	0	26	26.0	4	0	424	21	3	0	0	452	450.3

TOTAL	0	0	81	2	0	0	0	83	83.0	12	10	2206	249	39	8	8	2532	2554.3
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 1 (Western Site)

Approach: Park and Ride

TIME	Left to A6053 Spring Lane (W)									Right to A6053 Spring Lane (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 1 (Western Site)

Approach: A6053 Spring Lane West

TIME	Ahead to A6053 Spring Lane (E)									Right to Park and Ride								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	2	75	18	3	0	0	99	98.5	1	0	22	2	0	0	0	25	24.2
07:15 - 07:30	0	0	71	12	3	0	3	89	93.5	1	0	32	0	0	0	0	33	32.2
07:30 - 07:45	0	0	118	25	3	0	0	146	147.5	0	0	32	1	0	0	0	33	33.0
07:45 - 08:00	0	0	106	17	2	1	2	128	132.3	0	0	38	0	0	0	0	38	38.0
Hourly Total	1	2	370	72	11	1	5	462	471.8	2	0	124	3	0	0	0	129	127.4
08:00 - 08:15	1	1	148	15	3	0	2	170	172.1	0	0	29	0	0	0	0	29	29.0
08:15 - 08:30	1	0	108	8	4	0	1	122	124.2	0	0	21	1	0	0	0	22	22.0
08:30 - 08:45	1	1	90	14	6	2	0	114	118.2	0	0	16	0	0	0	0	16	16.0
08:45 - 09:00	0	0	93	11	5	0	0	109	111.5	0	0	12	2	0	0	0	14	14.0
Hourly Total	3	2	439	48	18	2	3	515	526.0	0	0	78	3	0	0	0	81	81.0
09:00 - 09:15	0	1	98	12	5	0	0	116	117.9	0	0	10	0	0	0	0	10	10.0
09:15 - 09:30	0	0	79	10	4	2	0	95	99.6	0	0	16	0	0	0	0	16	16.0
09:30 - 09:45	2	0	70	15	1	0	0	88	86.9	0	0	6	1	0	0	0	7	7.0
09:45 - 10:00	1	0	77	12	2	1	0	93	94.5	0	0	6	0	0	0	0	6	6.0
Hourly Total	3	1	324	49	12	3	0	392	398.9	0	0	38	1	0	0	0	39	39.0

TOTAL	7	5	1133	169	41	6	8	1369	1396.7	2	0	240	7	0	0	0	249	247.4
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14:00 - 14:15	0	0	76	13	1	0	0	90	90.5	0	0	2	0	0	0	0	2	2.0
14:15 - 14:30	0	0	86	9	4	0	0	99	101.0	0	0	9	0	0	0	0	9	9.0
14:30 - 14:45	1	0	80	11	5	0	1	98	100.7	0	0	1	0	0	0	0	1	1.0
14:45 - 15:00	0	2	72	13	1	0	0	88	87.3	0	0	3	0	0	0	0	3	3.0
Hourly Total	1	2	314	46	11	0	1	375	379.5	0	0	15	0	0	0	0	15	15.0
15:00 - 15:15	1	0	66	12	4	0	1	84	86.2	0	0	5	0	0	0	0	5	5.0
15:15 - 15:30	1	0	65	17	1	1	0	85	86.0	0	0	8	0	0	0	0	8	8.0
15:30 - 15:45	0	2	98	11	1	0	1	113	113.3	0	0	8	0	0	0	0	8	8.0
15:45 - 16:00	0	1	108	14	3	0	0	126	126.9	0	0	5	0	0	0	0	5	5.0
Hourly Total	2	3	337	54	9	1	2	408	412.4	0	0	26	0	0	0	0	26	26.0
16:00 - 16:15	3	0	80	16	1	0	0	100	98.1	0	0	11	0	0	0	0	11	11.0
16:15 - 16:30	1	0	67	10	3	0	1	82	83.7	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	1	83	9	5	0	0	98	99.9	0	0	9	1	0	0	0	10	10.0
16:45 - 17:00	0	0	94	5	1	0	0	100	100.5	0	0	5	0	0	0	0	5	5.0
Hourly Total	4	1	324	40	10	0	1	380	382.2	0	0	29	1	0	0	0	30	30.0
17:00 - 17:15	3	1	80	4	1	0	0	89	86.5	0	0	9	1	0	0	0	10	10.0
17:15 - 17:30	0	0	84	12	2	0	0	98	99.0	0	0	13	0	0	0	0	13	13.0
17:30 - 17:45	1	1	110	5	0	0	0	117	115.6	0	0	8	0	0	0	0	8	8.0
17:45 - 18:00	0	0	87	3	2	0	0	92	93.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	4	2	361	24	5	0	0	396	394.1	0	0	38	1	0	0	0	39	39.0
18:00 - 18:15	1	0	83	8	0	0	0	92	91.2	0	0	12	0	0	0	0	12	12.0
18:15 - 18:30	0	1	76	1	0	0	0	78	77.4	0	0	10	0	0	0	0	10	10.0
18:30 - 18:45	0	2	90	4	1	0	0	97	96.3	0	0	7	0	0	0	0	7	7.0
18:45 - 19:00	1	0	85	10	0	0	0	96	95.2	0	0	4	0	0	0	0	4	4.0
Hourly Total	2	3	334	23	1	0	0	363	360.1	0	0	33	0	0	0	0	33	33.0

TOTAL	13	11	1670	187	36	1	4	1922	1928.3	0	0	141	2	0	0	0	143	143.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 2

Approach: Bury Road

TIME	Left to A6053 Spring Lane (E)									Right to A6053 Spring Lane (W)								
	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	19	10	1	0	0	30	30.5	0	0	23	7	2	0	0	32	33.0
07:15 - 07:30	0	0	29	10	2	0	1	42	44.0	0	1	40	5	2	0	0	48	48.4
07:30 - 07:45	0	0	49	8	1	0	0	58	58.5	0	0	39	7	1	0	1	48	49.5
07:45 - 08:00	0	0	132	10	4	0	0	146	148.0	0	0	62	2	1	0	0	65	65.5
Hourly Total	0	0	229	38	8	0	1	276	281.0	0	1	164	21	6	0	1	193	196.4
08:00 - 08:15	0	2	61	10	2	0	0	75	74.8	0	0	52	8	0	0	0	60	60.0
08:15 - 08:30	1	0	57	8	2	0	2	70	72.2	0	0	52	3	2	0	0	57	58.0
08:30 - 08:45	0	0	53	15	1	0	0	69	69.5	0	0	60	8	0	0	0	68	68.0
08:45 - 09:00	0	0	50	9	0	1	0	60	61.3	0	0	41	5	2	0	0	48	49.0
Hourly Total	1	2	221	42	5	1	2	274	277.8	0	0	205	24	4	0	0	233	235.0
09:00 - 09:15	0	1	48	9	2	0	0	60	60.4	0	0	45	5	2	0	0	52	53.0
09:15 - 09:30	0	1	51	7	0	0	1	60	60.4	0	0	35	7	2	1	0	45	47.3
09:30 - 09:45	0	0	28	11	3	0	0	42	43.5	0	0	30	5	1	0	0	36	36.5
09:45 - 10:00	0	0	40	3	1	0	0	44	44.5	0	1	32	7	1	1	0	42	43.2
Hourly Total	0	2	167	30	6	0	1	206	208.8	0	1	142	24	6	2	0	175	180.0

TOTAL	1	4	617	110	19	1	4	756	767.6	0	2	511	69	16	2	1	601	611.4
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14:00 - 14:15	0	0	57	7	4	0	0	68	70.0	0	0	45	5	2	0	0	52	53.0
14:15 - 14:30	0	0	39	5	1	0	2	47	49.5	0	1	51	6	2	0	0	60	60.4
14:30 - 14:45	0	0	52	7	2	0	0	61	62.0	0	0	37	6	3	1	0	47	49.8
14:45 - 15:00	1	1	54	14	2	0	0	72	71.6	0	0	47	6	2	0	0	55	56.0
Hourly Total	1	1	202	33	9	0	2	248	253.1	0	1	180	23	9	1	0	214	219.2
15:00 - 15:15	1	2	64	6	0	0	0	73	71.0	1	0	50	13	0	0	0	64	63.2
15:15 - 15:30	1	0	44	9	2	0	2	58	60.2	0	0	36	7	3	1	0	47	49.8
15:30 - 15:45	2	0	59	8	1	0	0	70	68.9	0	0	47	6	1	0	0	54	54.5
15:45 - 16:00	0	0	67	6	1	0	0	74	74.5	1	0	66	12	0	0	1	80	80.2
Hourly Total	4	2	234	29	4	0	2	275	274.6	2	0	199	38	4	1	1	245	247.7
16:00 - 16:15	1	0	69	8	0	0	0	78	77.2	1	0	72	10	1	0	0	84	83.7
16:15 - 16:30	1	2	73	8	1	0	1	86	85.5	1	1	55	6	4	0	0	67	67.6
16:30 - 16:45	0	1	60	6	2	0	0	69	69.4	0	0	69	7	2	0	0	78	79.0
16:45 - 17:00	1	0	64	5	0	0	0	70	69.2	1	0	61	8	2	0	0	72	72.2
Hourly Total	3	3	266	27	3	0	1	303	301.3	3	1	257	31	9	0	0	301	302.5
17:00 - 17:15	1	1	72	6	0	0	0	80	78.6	0	0	65	6	1	0	0	72	72.5
17:15 - 17:30	0	1	68	10	0	0	0	79	78.4	1	0	64	6	0	0	0	71	70.2
17:30 - 17:45	0	0	56	0	1	0	1	58	59.5	0	0	59	3	0	0	0	62	62.0
17:45 - 18:00	0	0	56	3	0	0	0	59	59.0	0	0	57	5	0	0	1	63	64.0
Hourly Total	1	2	252	19	1	0	1	276	275.5	1	0	245	20	1	0	1	268	268.7
18:00 - 18:15	0	2	44	3	0	0	0	49	47.8	0	0	47	3	0	0	0	50	50.0
18:15 - 18:30	1	0	48	4	0	0	1	54	54.2	0	0	40	2	0	0	0	42	42.0
18:30 - 18:45	0	0	43	3	0	0	0	46	46.0	0	0	52	1	0	0	0	53	53.0
18:45 - 19:00	0	1	49	5	0	0	0	55	54.4	0	0	38	2	1	0	0	41	41.5
Hourly Total	1	3	184	15	0	0	1	204	202.4	0	0	177	8	1	0	0	186	186.5

TOTAL	10	11	1138	123	17	0	7	1306	1306.9	6	2	1058	120	24	2	2	1214	1224.6
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGW	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 2

Approach: A6053 Spring Lane East

TIME	Ahead to A6053 Spring Lane (W)									Right to Bury Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	19	4	0	0	1	24	25.0	0	0	20	4	0	0	1	25	26.0
07:15 - 07:30	0	0	30	3	0	0	1	34	35.0	0	0	24	10	0	1	0	35	36.3
07:30 - 07:45	0	0	39	5	3	0	0	47	48.5	0	0	45	3	1	0	0	49	49.5
07:45 - 08:00	1	0	20	8	1	0	0	30	29.7	0	0	65	7	1	0	1	74	75.5
Hourly Total	1	0	108	20	4	0	2	135	138.2	0	0	154	24	2	1	2	183	187.3
08:00 - 08:15	0	0	40	1	0	0	0	41	41.0	1	0	44	9	4	0	2	60	63.2
08:15 - 08:30	1	0	47	10	0	0	0	58	57.2	0	0	44	10	1	0	0	55	55.5
08:30 - 08:45	0	0	31	4	0	0	0	35	35.0	0	1	23	3	1	0	0	28	27.9
08:45 - 09:00	0	0	34	5	2	1	0	42	44.3	0	1	56	6	3	0	0	66	66.9
Hourly Total	1	0	152	20	2	1	0	176	177.5	1	2	167	28	9	0	2	209	213.5
09:00 - 09:15	1	0	37	6	3	0	0	47	47.7	0	0	45	11	0	0	1	57	58.0
09:15 - 09:30	0	1	26	7	2	1	0	37	38.7	0	0	48	7	1	0	1	57	58.5
09:30 - 09:45	0	0	21	2	2	0	0	25	26.0	0	0	34	5	2	0	0	41	42.0
09:45 - 10:00	1	0	24	3	2	1	0	31	32.5	0	0	40	9	1	0	0	50	50.5
Hourly Total	2	1	108	18	9	2	0	140	144.9	0	0	167	32	4	0	2	205	209.0

TOTAL	4	1	368	58	15	3	2	451	460.6	1	2	488	84	15	1	6	597	609.8
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14:00 - 14:15	0	0	30	6	2	1	0	39	41.3	0	1	35	7	1	0	1	45	45.9
14:15 - 14:30	0	0	33	6	0	0	0	39	39.0	0	0	47	6	3	0	0	56	57.5
14:30 - 14:45	0	0	30	3	2	0	0	35	36.0	0	1	46	8	3	0	0	58	58.9
14:45 - 15:00	0	0	38	9	2	0	0	49	50.0	0	1	51	11	1	0	0	64	63.9
Hourly Total	0	0	131	24	6	1	0	162	166.3	0	3	179	32	8	0	1	223	226.2
15:00 - 15:15	0	0	36	5	1	0	0	42	42.5	1	1	48	5	5	0	1	61	63.1
15:15 - 15:30	0	0	52	6	2	0	1	61	63.0	0	0	33	11	3	0	1	48	50.5
15:30 - 15:45	0	0	41	8	1	1	2	53	56.8	0	0	44	6	0	0	0	50	50.0
15:45 - 16:00	0	0	53	5	2	1	1	62	65.3	0	0	50	6	0	0	0	56	56.0
Hourly Total	0	0	182	24	6	2	4	218	227.6	1	1	175	28	8	0	2	215	219.6
16:00 - 16:15	0	0	54	11	2	1	0	68	70.3	0	0	32	7	0	0	0	39	39.0
16:15 - 16:30	0	3	59	12	0	0	0	74	72.2	0	0	49	10	0	0	1	60	61.0
16:30 - 16:45	0	0	56	16	0	0	1	73	74.0	0	1	52	11	2	0	0	66	66.4
16:45 - 17:00	0	0	50	1	2	2	0	55	58.6	0	2	41	7	1	0	0	51	50.3
Hourly Total	0	3	219	40	4	3	1	270	275.1	0	3	174	35	3	0	1	216	216.7
17:00 - 17:15	2	0	53	4	1	0	1	61	60.9	0	1	57	3	2	0	1	64	65.4
17:15 - 17:30	1	0	64	4	0	0	0	69	68.2	0	1	44	8	1	0	0	54	53.9
17:30 - 17:45	0	0	55	10	0	0	0	65	65.0	0	1	37	4	1	1	0	44	45.2
17:45 - 18:00	1	3	49	6	0	0	0	59	56.4	0	0	46	1	1	0	0	48	48.5
Hourly Total	4	3	221	24	1	0	1	254	250.5	0	3	184	16	5	1	1	210	213.0
18:00 - 18:15	0	0	36	5	1	0	0	42	42.5	0	0	40	4	0	0	1	45	46.0
18:15 - 18:30	2	0	45	3	0	0	0	50	48.4	0	0	48	5	0	0	0	53	53.0
18:30 - 18:45	0	0	36	4	0	0	0	40	40.0	0	0	46	7	0	0	0	53	53.0
18:45 - 19:00	0	0	45	1	0	0	0	46	46.0	1	0	33	1	0	0	0	35	34.2
Hourly Total	2	0	162	13	1	0	0	178	176.9	1	0	167	17	0	0	1	186	186.2

TOTAL	6	6	915	125	18	6	6	1082	1096.4	2	10	879	128	24	1	6	1050	1061.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 2

Approach: A6053 Spring Lane West

TIME	Left to Bury Road									Ahead to A6053 Spring Lane (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	40	11	0	0	0	52	51.2	0	1	28	6	3	0	0	38	38.9
07:15 - 07:30	0	0	49	8	2	0	2	61	64.0	0	0	31	6	1	0	1	39	40.5
07:30 - 07:45	0	0	72	17	1	0	0	90	90.5	0	0	46	10	0	0	0	56	56.0
07:45 - 08:00	0	0	59	8	1	0	2	70	72.5	0	0	51	10	2	1	0	64	66.3
Hourly Total	1	0	220	44	4	0	4	273	278.2	0	1	156	32	6	1	1	197	201.7
08:00 - 08:15	1	0	111	7	1	0	2	122	123.7	2	1	45	9	2	0	0	59	57.8
08:15 - 08:30	0	0	54	7	3	0	0	64	65.5	1	0	57	4	0	0	1	63	63.2
08:30 - 08:45	1	0	41	4	1	1	0	48	49.0	0	1	38	13	3	1	0	56	58.2
08:45 - 09:00	0	0	62	5	2	0	0	69	70.0	0	0	38	5	2	0	0	45	46.0
Hourly Total	2	0	268	23	7	1	2	303	308.2	3	2	178	31	7	1	1	223	225.2
09:00 - 09:15	0	0	54	8	1	0	0	63	63.5	0	1	48	10	3	0	0	62	62.9
09:15 - 09:30	0	0	51	9	1	1	0	62	63.8	0	0	29	3	3	1	0	36	38.8
09:30 - 09:45	1	0	41	9	1	0	0	52	51.7	0	0	32	9	0	0	0	41	41.0
09:45 - 10:00	0	0	38	7	0	0	0	45	45.0	1	0	35	8	0	1	0	45	45.5
Hourly Total	1	0	184	33	3	1	0	222	224.0	1	1	144	30	6	2	0	184	188.2

TOTAL	4	0	672	100	14	2	6	798	810.4	4	4	478	93	19	4	2	604	615.1
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14:00 - 14:15	0	0	46	7	1	0	0	54	54.5	0	0	30	9	0	0	0	39	39.0
14:15 - 14:30	1	0	59	7	2	0	0	69	69.2	0	0	32	5	2	0	0	39	40.0
14:30 - 14:45	0	0	60	7	1	0	1	69	70.5	0	1	26	5	4	0	0	36	37.4
14:45 - 15:00	0	1	42	9	1	0	0	53	52.9	0	1	36	7	0	0	0	44	43.4
Hourly Total	1	1	207	30	5	0	1	245	247.1	0	2	124	26	6	0	0	158	159.8
15:00 - 15:15	0	0	41	5	4	0	1	51	54.0	1	0	34	7	0	0	0	42	41.2
15:15 - 15:30	1	0	40	13	1	0	0	55	54.7	1	0	35	9	0	1	1	47	48.5
15:30 - 15:45	0	0	58	7	1	0	0	66	66.5	0	2	47	4	0	0	0	53	51.8
15:45 - 16:00	0	1	67	7	1	0	0	76	75.9	0	0	42	7	1	0	0	50	50.5
Hourly Total	1	1	206	32	7	0	1	248	251.1	2	2	158	27	1	1	1	192	192.0
16:00 - 16:15	2	0	53	5	1	0	0	61	59.9	0	0	40	11	0	0	0	51	51.0
16:15 - 16:30	0	0	45	5	3	0	1	54	56.5	1	0	34	3	1	0	0	39	38.7
16:30 - 16:45	0	0	57	5	2	0	0	64	65.0	0	1	42	4	3	0	0	50	50.9
16:45 - 17:00	0	0	49	6	0	0	0	55	55.0	0	0	41	4	1	0	0	46	46.5
Hourly Total	2	0	204	21	6	0	1	234	236.4	1	1	157	22	5	0	0	186	187.1
17:00 - 17:15	1	0	45	1	1	0	0	48	47.7	1	1	49	5	0	0	0	56	54.6
17:15 - 17:30	0	0	56	5	1	0	0	62	62.5	0	0	32	7	1	0	0	40	40.5
17:30 - 17:45	0	0	56	2	0	0	0	58	58.0	1	1	44	5	0	0	0	51	49.6
17:45 - 18:00	0	0	50	1	0	0	0	51	51.0	0	0	47	0	0	0	0	47	47.0
Hourly Total	1	0	207	9	2	0	0	219	219.2	2	2	172	17	1	0	0	194	191.7
18:00 - 18:15	1	0	72	7	0	0	0	80	79.2	0	0	62	0	0	0	0	62	62.0
18:15 - 18:30	0	0	48	3	0	0	0	51	51.0	0	1	42	1	0	0	0	44	43.4
18:30 - 18:45	0	2	67	3	0	0	0	72	70.8	0	0	35	1	1	0	0	37	37.5
18:45 - 19:00	0	0	43	5	0	0	0	48	48.0	1	0	45	6	0	0	0	52	51.2
Hourly Total	1	2	230	18	0	0	0	251	249.0	1	1	184	8	1	0	0	195	194.1

TOTAL	6	4	1054	110	20	0	3	1197	1202.8	6	8	795	100	14	1	1	925	924.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 3

Approach: A6053 Spring Lane East

TIME	Left to Rectory Lane									Ahead to A6053 Spring Lane (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	18	9	1	0	1	29	30.5	0	0	19	4	0	0	1	24	25.0
07:15 - 07:30	3	0	17	3	1	0	1	25	24.1	0	0	30	3	0	0	1	34	35.0
07:30 - 07:45	0	0	20	2	0	0	1	23	24.0	0	0	40	5	2	0	0	47	48.0
07:45 - 08:00	0	0	30	6	0	0	1	37	38.0	1	0	18	8	1	0	0	28	27.7
Hourly Total	3	0	85	20	2	0	4	114	116.6	1	0	107	20	3	0	2	133	135.7
08:00 - 08:15	0	0	31	4	2	0	1	38	40.0	0	0	27	0	0	0	0	27	27.0
08:15 - 08:30	0	1	32	6	1	0	1	41	41.9	0	0	41	11	0	0	0	52	52.0
08:30 - 08:45	0	0	47	6	2	0	1	56	58.0	0	0	29	4	0	0	0	33	33.0
08:45 - 09:00	0	0	36	5	3	0	1	45	47.5	0	0	33	6	1	1	0	41	42.8
Hourly Total	0	1	146	21	8	0	4	180	187.4	0	0	130	21	1	1	0	153	154.8
09:00 - 09:15	0	0	18	6	1	0	1	26	27.5	1	0	32	5	2	0	0	40	40.2
09:15 - 09:30	0	1	23	4	4	0	2	34	37.4	0	0	24	6	2	1	0	33	35.3
09:30 - 09:45	0	0	25	5	1	0	0	31	31.5	0	0	19	1	2	0	0	22	23.0
09:45 - 10:00	1	0	23	8	0	0	1	33	33.2	1	0	26	3	1	1	0	32	33.0
Hourly Total	1	1	89	23	6	0	4	124	129.6	2	0	101	15	7	2	0	127	131.5

TOTAL	4	2	320	64	16	0	12	418	433.6	3	0	338	56	11	3	2	413	422.0
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14:00 - 14:15	0	0	23	8	0	0	1	32	33.0	0	0	30	6	2	1	0	39	41.3
14:15 - 14:30	0	0	27	5	0	0	1	33	34.0	0	0	34	7	0	0	0	41	41.0
14:30 - 14:45	0	0	33	4	0	0	1	38	39.0	0	1	26	2	2	0	0	31	31.4
14:45 - 15:00	0	2	21	6	3	0	1	33	34.3	0	0	32	11	2	0	0	45	46.0
Hourly Total	0	2	104	23	3	0	4	136	140.3	0	1	122	26	6	1	0	156	159.7
15:00 - 15:15	0	0	28	1	1	0	0	30	30.5	1	0	34	5	2	0	0	42	42.2
15:15 - 15:30	0	0	24	7	1	0	2	34	36.5	0	0	49	6	2	0	1	58	60.0
15:30 - 15:45	0	0	33	9	2	0	1	45	47.0	0	0	39	5	1	1	2	48	51.8
15:45 - 16:00	0	1	31	2	2	0	0	36	36.4	0	0	49	6	2	1	1	59	62.3
Hourly Total	0	1	116	19	6	0	3	145	150.4	1	0	171	22	7	2	4	207	216.3
16:00 - 16:15	0	0	51	5	2	0	1	59	61.0	0	0	46	11	2	1	0	60	62.3
16:15 - 16:30	1	0	54	7	1	0	1	64	64.7	0	1	48	8	0	0	0	57	56.4
16:30 - 16:45	1	0	45	6	0	0	1	53	53.2	0	1	46	18	0	0	1	66	66.4
16:45 - 17:00	0	0	37	6	1	0	1	45	46.5	0	0	50	2	1	2	0	55	58.1
Hourly Total	2	0	187	24	4	0	4	221	225.4	0	2	190	39	3	3	1	238	243.2
17:00 - 17:15	1	0	48	10	0	0	2	61	62.2	2	0	49	4	1	0	1	57	56.9
17:15 - 17:30	1	0	34	5	0	0	0	40	39.2	1	0	51	8	0	0	0	60	59.2
17:30 - 17:45	3	0	32	6	0	0	0	41	38.6	0	0	44	10	0	1	0	55	56.3
17:45 - 18:00	0	0	43	2	0	0	1	46	47.0	1	3	42	6	0	0	0	52	49.4
Hourly Total	5	0	157	23	0	0	3	188	187.0	4	3	186	28	1	1	1	224	221.8
18:00 - 18:15	0	0	34	3	0	0	1	38	39.0	0	0	38	5	1	0	0	44	44.5
18:15 - 18:30	0	1	18	1	0	0	0	20	19.4	2	0	44	2	0	0	0	48	46.4
18:30 - 18:45	0	0	34	5	1	0	1	41	42.5	0	0	37	5	0	0	0	42	42.0
18:45 - 19:00	0	1	26	3	0	0	1	31	31.4	1	0	40	1	0	0	0	42	41.2
Hourly Total	0	2	112	12	1	0	3	130	132.3	3	0	159	13	1	0	0	176	174.1

TOTAL	7	5	676	101	14	0	17	820	835.4	8	6	828	128	18	7	6	1001	1015.1
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 3

Approach: Rectory Lane

TIME	Left to A6053 Spring Lane (W)									Right to A6053 Spring Lane (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	20	4	0	0	1	25	26.0	0	0	12	1	0	0	1	14	15.0
07:15 - 07:30	0	0	24	10	0	1	0	35	36.3	0	1	20	1	0	0	1	23	23.4
07:30 - 07:45	0	0	44	3	2	0	0	49	50.0	1	0	16	2	0	0	0	19	18.2
07:45 - 08:00	0	0	67	7	1	0	1	76	77.5	0	0	21	5	1	0	1	28	29.5
Hourly Total	0	0	155	24	3	1	2	185	189.8	1	1	69	9	1	0	3	84	86.1
08:00 - 08:15	1	0	57	10	4	0	2	74	77.2	0	0	25	6	1	0	1	33	34.5
08:15 - 08:30	1	0	50	9	1	0	0	61	60.7	0	0	32	5	2	0	2	41	44.0
08:30 - 08:45	0	1	25	3	1	0	0	30	29.9	0	0	28	1	1	0	1	31	32.5
08:45 - 09:00	0	1	57	5	4	0	0	67	68.4	0	0	18	10	0	0	1	29	30.0
Hourly Total	2	2	189	27	10	0	2	232	236.2	0	0	103	22	4	0	5	134	141.0
09:00 - 09:15	0	0	50	12	1	0	1	64	65.5	2	0	24	5	0	0	1	32	31.4
09:15 - 09:30	0	1	50	8	1	0	1	61	61.9	0	0	21	3	2	0	1	27	29.0
09:30 - 09:45	0	0	36	6	2	0	0	44	45.0	0	0	19	4	2	1	1	27	30.3
09:45 - 10:00	0	0	38	9	2	0	0	49	50.0	0	0	15	8	1	0	1	25	26.5
Hourly Total	0	1	174	35	6	0	2	218	222.4	2	0	79	20	5	1	4	111	117.2

TOTAL	2	3	518	86	19	1	6	635	648.4	3	1	251	51	10	1	12	329	344.3
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14:00 - 14:15	0	1	35	7	1	0	1	45	45.9	0	1	16	5	0	0	1	23	23.4
14:15 - 14:30	0	0	46	5	3	0	0	54	55.5	0	1	20	4	1	0	1	27	27.9
14:30 - 14:45	0	0	50	9	3	0	0	62	63.5	1	0	26	3	2	0	0	32	32.2
14:45 - 15:00	0	1	57	9	1	0	0	68	67.9	0	0	27	4	1	0	2	34	36.5
Hourly Total	0	2	188	30	8	0	1	229	232.8	1	2	89	16	4	0	4	116	120.0
15:00 - 15:15	0	1	50	5	4	0	1	61	63.4	0	0	27	4	1	0	1	33	34.5
15:15 - 15:30	0	0	36	11	3	0	1	51	53.5	0	0	26	3	0	0	0	29	29.0
15:30 - 15:45	0	0	46	9	0	0	0	55	55.0	0	0	22	9	0	0	1	32	33.0
15:45 - 16:00	0	0	54	5	0	0	0	59	59.0	1	0	33	6	0	0	1	41	41.2
Hourly Total	0	1	186	30	7	0	2	226	230.9	1	0	108	22	1	0	3	135	137.7
16:00 - 16:15	0	0	40	7	0	0	0	47	47.0	0	1	27	4	0	0	1	33	33.4
16:15 - 16:30	0	2	60	14	0	0	1	77	76.8	0	1	33	8	1	0	1	44	44.9
16:30 - 16:45	0	0	62	9	2	0	0	73	74.0	0	0	27	10	1	0	1	39	40.5
16:45 - 17:00	0	2	41	6	2	0	0	51	50.8	0	0	31	5	2	0	1	39	41.0
Hourly Total	0	4	203	36	4	0	1	248	248.6	0	2	118	27	4	0	4	155	159.8
17:00 - 17:15	0	1	61	3	2	0	1	68	69.4	0	1	30	6	0	0	1	38	38.4
17:15 - 17:30	0	1	57	4	1	0	0	63	62.9	0	0	38	2	0	0	0	40	40.0
17:30 - 17:45	0	1	48	4	1	0	0	54	53.9	0	0	30	4	0	0	0	34	34.0
17:45 - 18:00	0	0	53	1	1	0	0	55	55.5	0	0	30	3	1	0	1	35	36.5
Hourly Total	0	3	219	12	5	0	1	240	241.7	0	1	128	15	1	0	2	147	148.9
18:00 - 18:15	0	0	38	4	0	0	1	43	44.0	0	0	25	2	0	0	0	27	27.0
18:15 - 18:30	0	0	49	6	0	0	0	55	55.0	0	0	27	6	0	0	1	34	35.0
18:30 - 18:45	0	0	45	6	0	0	0	51	51.0	0	0	29	2	1	0	2	34	36.5
18:45 - 19:00	0	0	38	1	0	0	0	39	39.0	0	0	32	6	1	0	1	40	41.5
Hourly Total	0	0	170	17	0	0	1	188	189.0	0	0	113	16	2	0	4	135	140.0

TOTAL	0	10	966	125	24	0	6	1131	1143.0	2	5	556	96	12	0	17	688	706.4
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Radcliffe

Thursday 8th June 2023

Junction: 3

Approach: A6053 Spring Lane West

TIME	Ahead to A6053 Spring Lane (E)									Right to Rectory Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	29	7	3	0	0	40	40.9	0	0	18	9	1	0	0	28	28.5
07:15 - 07:30	0	0	28	6	1	0	1	36	37.5	0	0	32	10	2	0	1	45	47.0
07:30 - 07:45	0	0	50	10	0	0	0	60	60.0	0	0	45	8	1	0	0	54	54.5
07:45 - 08:00	0	0	132	13	3	1	0	149	151.8	0	0	51	7	3	0	0	61	62.5
Hourly Total	0	1	239	36	7	1	1	285	290.2	0	0	146	34	7	0	1	188	192.5
08:00 - 08:15	2	1	46	6	3	0	0	58	57.3	0	2	60	13	1	0	0	76	75.3
08:15 - 08:30	2	0	57	3	1	0	1	64	63.9	0	0	57	9	1	0	2	69	71.5
08:30 - 08:45	0	1	33	14	1	1	0	50	51.2	0	0	58	14	3	0	0	75	76.5
08:45 - 09:00	0	0	32	4	1	0	0	37	37.5	0	0	56	10	1	1	0	68	69.8
Hourly Total	4	2	168	27	6	1	1	209	209.9	0	2	231	46	6	1	2	288	293.1
09:00 - 09:15	0	1	44	9	4	0	0	58	59.4	0	1	52	10	1	0	0	64	63.9
09:15 - 09:30	0	0	27	5	3	1	0	36	38.8	0	1	53	5	0	0	1	60	60.4
09:30 - 09:45	0	0	28	9	0	0	0	37	37.0	0	0	32	11	3	0	0	46	47.5
09:45 - 10:00	1	0	36	7	0	1	0	45	45.5	0	0	39	4	1	0	0	44	44.5
Hourly Total	1	1	135	30	7	2	0	176	180.7	0	2	176	30	5	0	1	214	216.3

TOTAL	5	4	542	93	20	4	2	670	680.8	0	4	553	110	18	1	4	690	701.9
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14:00 - 14:15	0	0	27	8	0	0	0	35	35.0	0	0	60	8	4	0	0	72	74.0
14:15 - 14:30	0	0	33	5	2	0	0	40	41.0	0	0	38	5	1	0	2	46	48.5
14:30 - 14:45	0	1	28	6	4	0	0	39	40.4	0	0	50	6	2	0	0	58	59.0
14:45 - 15:00	0	1	32	9	0	0	0	42	41.4	1	1	58	12	2	0	0	74	73.6
Hourly Total	0	2	120	28	6	0	0	156	157.8	1	1	206	31	9	0	2	250	255.1
15:00 - 15:15	1	0	29	6	0	0	0	36	35.2	1	2	69	7	0	0	0	79	77.0
15:15 - 15:30	1	0	34	11	0	1	1	48	49.5	1	0	45	7	2	0	2	57	59.2
15:30 - 15:45	0	2	46	5	0	0	0	53	51.8	2	0	60	7	1	0	0	70	68.9
15:45 - 16:00	0	0	39	5	1	0	0	45	45.5	0	0	70	8	1	0	0	79	79.5
Hourly Total	2	2	148	27	1	1	1	182	182.0	4	2	244	29	4	0	2	285	284.6
16:00 - 16:15	0	0	32	12	0	0	0	44	44.0	1	0	77	7	0	0	0	85	84.2
16:15 - 16:30	1	0	31	4	1	0	0	37	36.7	1	2	76	7	1	0	1	88	87.5
16:30 - 16:45	0	1	36	4	2	0	0	43	43.4	0	1	66	6	3	0	0	76	76.9
16:45 - 17:00	1	0	37	3	1	0	0	42	41.7	0	0	68	6	0	0	0	74	74.0
Hourly Total	2	1	136	23	4	0	0	166	165.8	2	3	287	26	4	0	1	323	322.6
17:00 - 17:15	2	1	40	4	0	0	0	47	44.8	0	1	81	7	0	0	0	89	88.4
17:15 - 17:30	0	0	26	7	1	0	0	34	34.5	0	1	74	10	0	0	0	85	84.4
17:30 - 17:45	1	1	39	5	0	0	0	46	44.6	0	0	61	0	1	0	1	63	64.5
17:45 - 18:00	0	0	42	0	0	0	0	42	42.0	0	0	61	3	0	0	0	64	64.0
Hourly Total	3	2	147	16	1	0	0	169	165.9	0	2	277	20	1	0	1	301	301.3
18:00 - 18:15	0	0	57	1	0	0	0	58	58.0	0	2	49	2	0	0	0	53	51.8
18:15 - 18:30	0	1	36	1	0	0	0	38	37.4	1	0	54	4	0	0	1	60	60.2
18:30 - 18:45	0	0	23	1	1	0	0	25	25.5	0	0	55	3	0	0	0	58	58.0
18:45 - 19:00	1	0	43	5	0	0	0	49	48.2	0	1	51	6	0	0	0	58	57.4
Hourly Total	1	1	159	8	1	0	0	170	169.1	1	3	209	15	0	0	1	229	227.4

TOTAL	8	8	710	102	13	1	1	843	840.6	8	11	1223	121	18	0	7	1388	1391.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

APPENDIX C: Pedestrian Survey Outputs

Radcliffe
Thursday 8th June 2023

TIME	Crossing A6053 Spring Lane					
	Northbound			Southbound		
	Crossed (Called)	Crossed (Not Called)	TOTAL CROSSING	Crossed (Called)	Crossed (Not Called)	TOTAL CROSSING
07:00 - 07:15	0	0	0	0	0	0
07:15 - 07:30	1	0	1	0	0	0
07:30 - 07:45	1	0	1	3	0	3
07:45 - 08:00	0	1	1	4	1	5
Hourly Total	2	1	3	7	1	8
08:00 - 08:15	1	1	2	7	3	10
08:15 - 08:30	2	0	2	0	0	0
08:30 - 08:45	5	0	5	1	0	1
08:45 - 09:00	0	0	0	2	0	2
Hourly Total	8	1	9	10	3	13
09:00 - 09:15	0	0	0	0	0	0
09:15 - 09:30	0	2	2	1	0	1
09:30 - 09:45	0	0	0	0	2	2
09:45 - 10:00	1	1	2	2	0	2
Hourly Total	1	3	4	3	2	5

TOTAL	11	5	16	20	6	26
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14:00 - 14:15	0	0	0	0	1	1
14:15 - 14:30	1	0	1	1	0	1
14:30 - 14:45	3	0	3	0	0	0
14:45 - 15:00	0	2	2	0	0	0
Hourly Total	4	2	6	1	1	2
15:00 - 15:15	2	0	2	3	0	3
15:15 - 15:30	3	1	4	0	0	0
15:30 - 15:45	5	1	6	2	0	2
15:45 - 16:00	1	0	1	4	0	4
Hourly Total	11	2	13	9	0	9
16:00 - 16:15	9	0	9	0	0	0
16:15 - 16:30	1	0	1	2	0	2
16:30 - 16:45	0	0	0	3	0	3
16:45 - 17:00	2	0	2	2	3	5
Hourly Total	12	0	12	7	3	10
17:00 - 17:15	1	0	1	0	0	0
17:15 - 17:30	3	0	3	1	0	1
17:30 - 17:45	7	0	7	0	1	1
17:45 - 18:00	4	0	4	1	0	1
Hourly Total	15	0	15	2	1	3
18:00 - 18:15	3	0	3	6	0	6
18:15 - 18:30	2	0	2	2	0	2
18:30 - 18:45	3	1	4	10	0	10
18:45 - 19:00	0	1	1	4	0	4
Hourly Total	8	2	10	22	0	22

TOTAL	50	6	56	41	5	46
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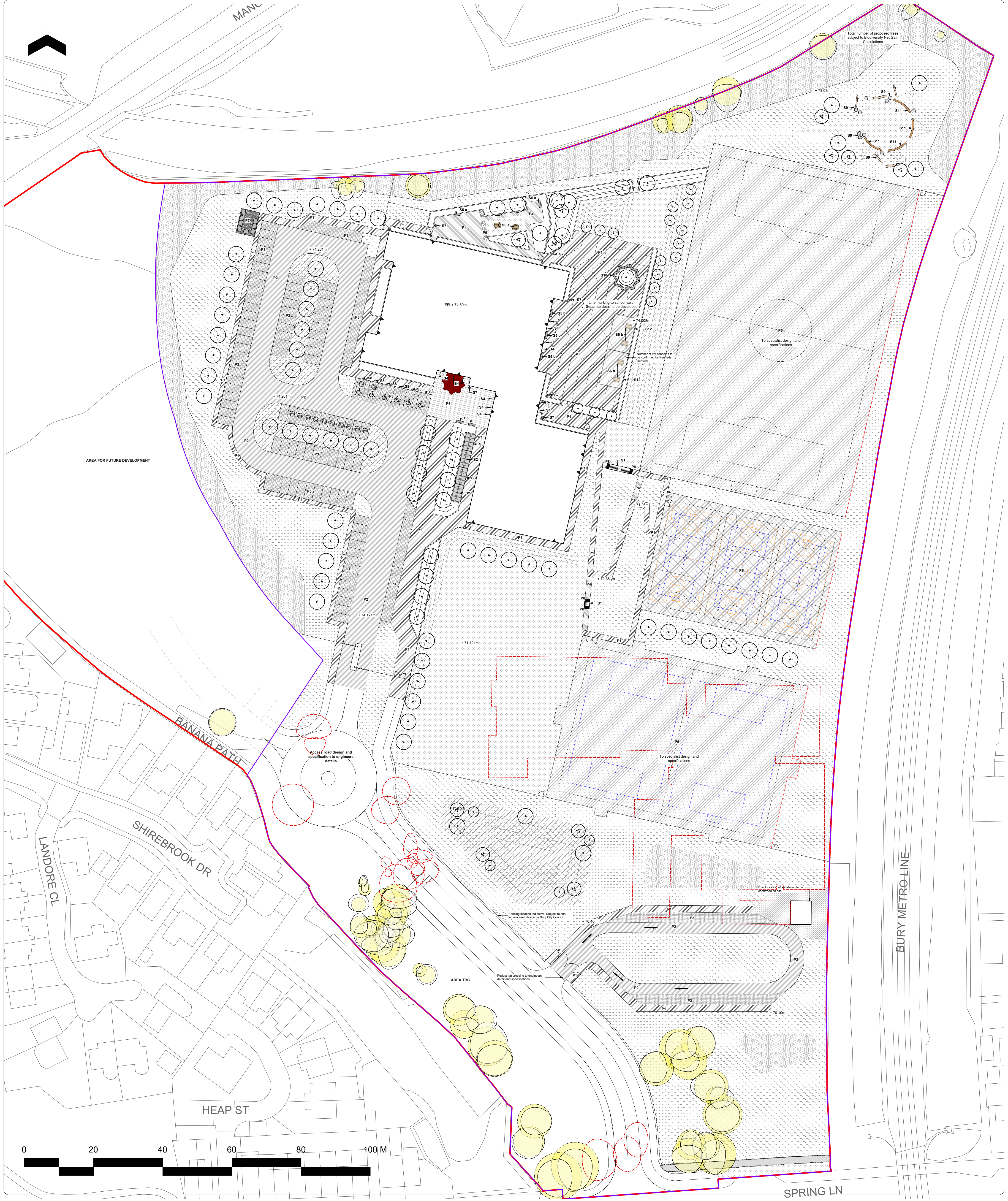
Along A6053 Spring Lane			
Northern Side		Southern Side	
Eastbound	Westbound	Eastbound	Westbound
1	1	0	1
1	1	2	2
5	3	1	3
7	2	1	0
14	7	4	6
17	6	5	4
1	13	11	4
8	9	3	6
6	4	4	0
32	32	23	14
7	5	2	1
2	0	3	0
5	1	2	0
5	0	2	0
19	6	9	1

65	45	36	21
----	----	----	----

5	1	2	1
0	5	2	1
1	6	1	2
3	3	3	1
9	15	8	5
11	3	6	0
3	12	0	4
11	11	4	0
13	1	3	4
38	27	13	8
7	9	4	8
2	11	1	2
3	1	4	5
13	2	2	2
25	23	11	17
1	6	3	9
1	8	3	12
3	10	5	4
2	7	6	7
7	31	17	32
3	11	2	9
4	4	3	8
3	4	4	13
4	6	3	6
14	25	12	36

93	121	61	98
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APPENDIX D: Proposed Development Layout



Note

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: FS1013-ALA-EX-XX-RR-L-0001
3. To be read in conjunction with all other Landscape Architect's drawings
4. To be read in conjunction with Outline Landscape Specification REF: FS1013-ALA-EX-XX-SP-L-0001

1. Driveway to dry retention basin	2. 4m fencing. End user across restricted. Basin to be 600mm deep. Basin to dry stored during a maximum event. Retention basin.	31.07.23
3. Felling on stairs within existing sport pitches	3. Felling on stairs within existing sport pitches	31.07.23
4. Collision between pedestrians and vehicles in car park	4. Collision between pedestrians and vehicles in car park	31.07.23
5. Collision between pedestrians and cyclists accessing cycle storage facilities	5. Collision between pedestrians and cyclists accessing cycle storage facilities	31.07.23
6. Crossing over contact with underground utilities and services	6. Crossing over contact with underground utilities and services	31.07.23
7. Felling from height - 1.5m grassed bank to east of sports hall	7. Felling from height - 1.5m grassed bank to east of sports hall	31.07.23
8. Collision between pedestrians and open windows	8. Collision between pedestrians and open windows	31.07.23

ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

KEY	
Site	
	Planning Application Boundary
	Extent of Works
	Proposed Building
	Existing Building to be demolished
	Existing Tree Retained
	Root Protection Area (RPA)
	Existing Tree to be removed
	Proposed Contours
Planting	
	Proposed Tree
	Proposed Multi-stem Tree
	Grass Seed
	Amenity Planting
	Meadow Planting
	Swale Meadow Planting
	Woodland Planting
	Artificial Turf
	Hedge
Hard Surfaces	
	P1 Pedestrian Macadam To Engineer's Specification
	P2 Vehicular Macadam To Engineer's Specification
	P3 Permeable Concrete Block Paving Refer to School Specific Outline Specification for Details
	P4 Coloured Pedestrian Macadam To Engineer's Specification
	P5 MUGA Permeable Surface To Engineer's Specification
	P6 Concrete Block Paving Refer to School Specific Outline Specification for Details
	P7 Concrete Surfacing To Engineer's Specification
	P8 Corduroy Tactile Paving Refer to School Specific Outline Specification for Details
	P9 Sensory Trail Refer to School Specific Outline Specification for Details
Furniture	
	S1 Steps and Handrails Refer to School Specific Outline Specification for Details
	S2 Cycle Stands Refer to School Specific Outline Specification for Details
	S3 Cycle Shelter Refer to School Specific Outline Specification for Details
	S4 Door Protection Barrier Refer to School Specific Outline Specification for Details
	S5 Seating Bench Refer to School Specific Outline Specification for Details
	S6 Picnic Table Refer to School Specific Outline Specification for Details
	S7 Litter Bin Refer to School Specific Outline Specification for Details
	S8 Bollards Refer to School Specific Outline Specification for Details
	S9 Ecological Enhancement Features Refer to School Specific Outline Specification for Details
	S10 Bespoke Star Seating Refer to School Specific Outline Specification for Details
	S11 Seating to habitat area Refer to School Specific Outline Specification for Details
	S12 PV Canopy Refer to School Specific Outline Specification for Details
Fencing and Structures	
	Proposed Fencing & Gates Refer to Fencing General Arrangement for Details

DIE DESIGN DELIVERABLE REF :			
150			
07/09/2023	P02	Issued for Planning	PH BS
11/08/2023	P01	Issued for ITT	PH BS
DATE	REV	DESCRIPTION OF REVISION	APPROVED BY
REVISIONS			

STATUS :

S2 - For Planning

Client :

Morgan Sindall

PROJECT TITLE :

Star Radcliffe Academy, Bury

DRAWING TITLE :

Site Landscaping Plan - Overview

DRAWING SCALE : 1:500

PAPER SIZE : A1

DRAWN BY : PH

APPROVED BY : BS

DRAWN DATE : 06/07/2023

ALA PROJECT CODE : ALA805

DRAWING NUMBER : FS1013-ALA-EX-ZZ-D-L-0004

STATUS : S2

REVISION : P02

Client : Ares Landscape Architects LTD

51 Eyre Lane

Sheffield

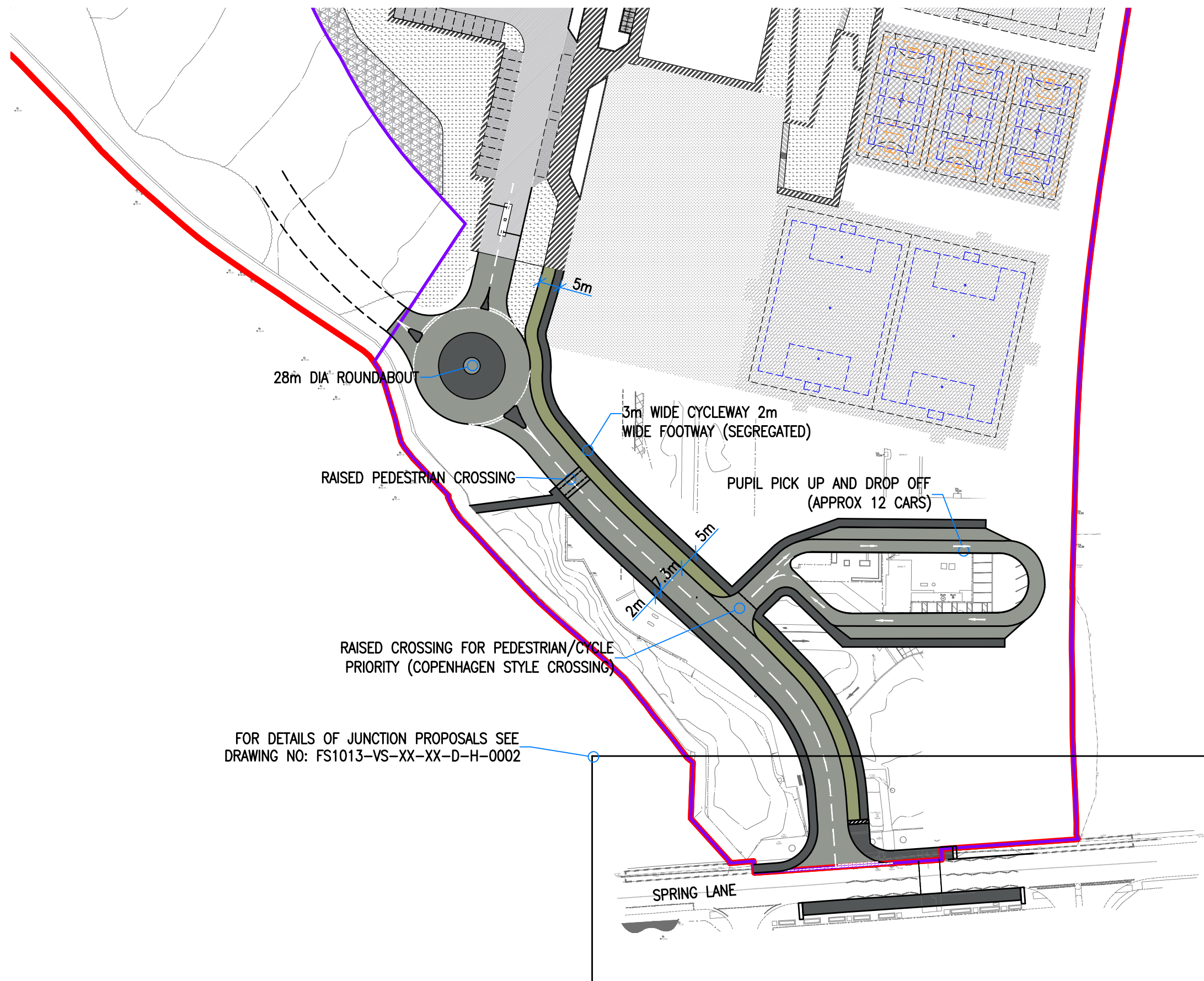
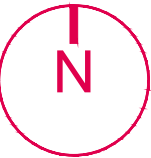
S1 ARB

t: 0114 276 2000

e: hello@aresdesign.co.uk

w: ares.eu.com

APPENDIX E: Proposed Access Arrangements



REV.	AMENDMENTS	DATE
P02	ROUNDABOUT ADDED	- 21.07.23
P03	INSET ADDED	21.07.23


VIASOLUTIONS
THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
SPRING LANE BURY

PROPOSED ACCESS ROAD

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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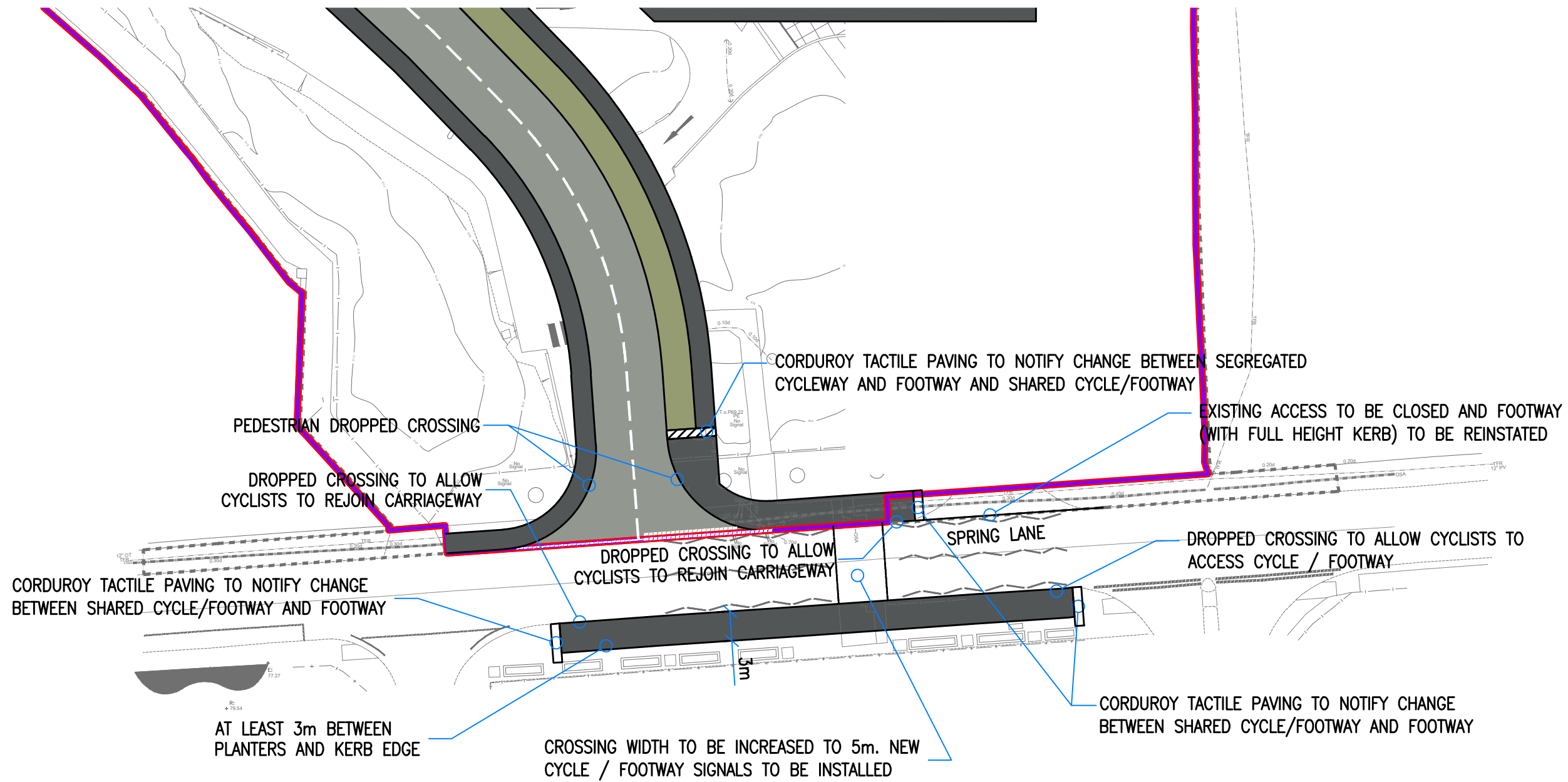
SCALE: 1:1000 @A3

DATE: AUGUST 2023

DRAWING NO: FS1013-VS-XX-XX-D-H-0001

STATUS: S2

REVISION: P03



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
SPRING LANE BURY

PROPOSED JUNCTION ON SPRING
LANE

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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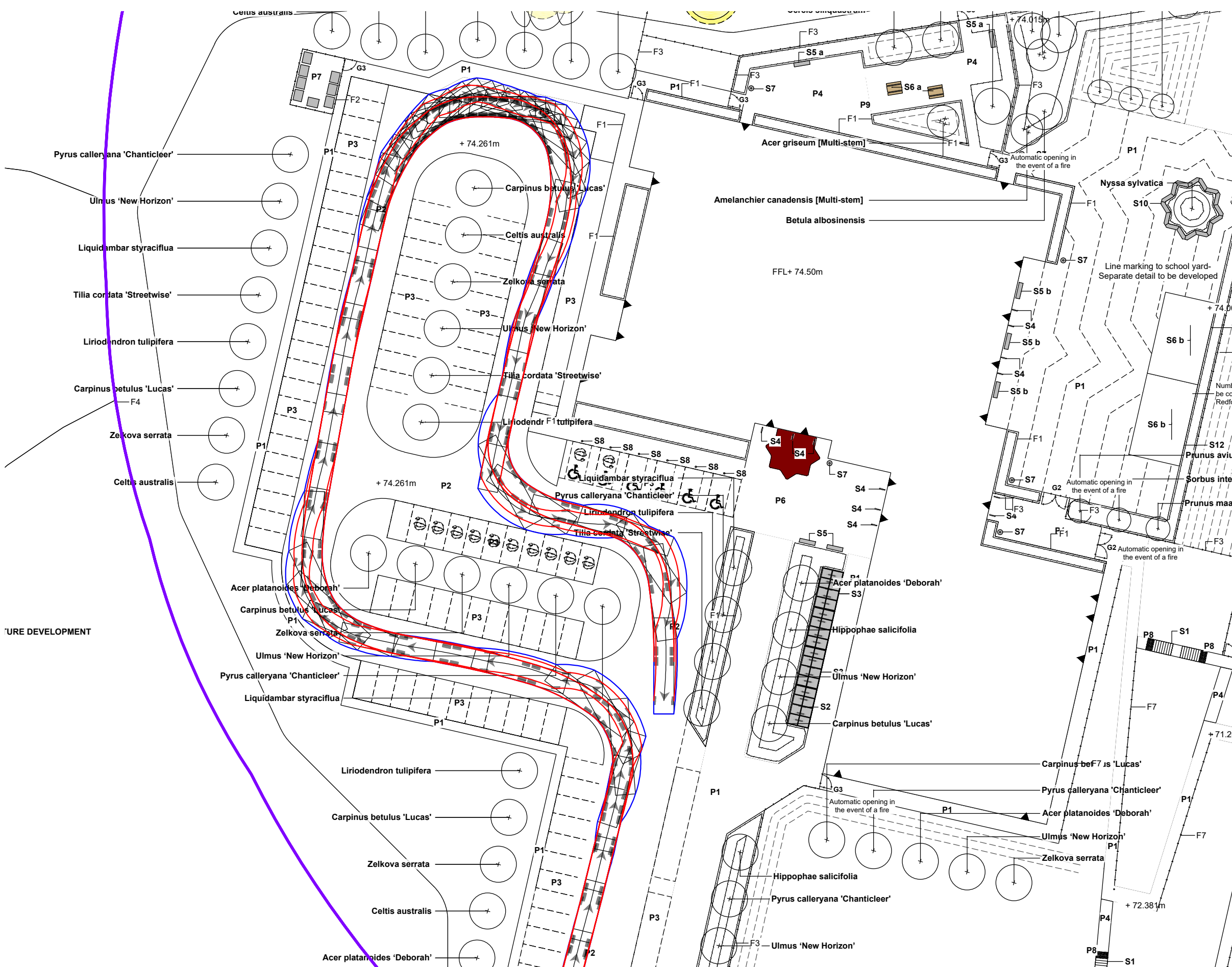
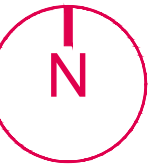
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DATE: AUGUST 2023

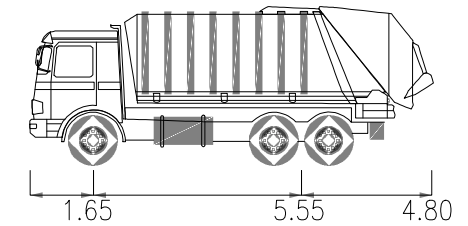
DRAWING NO: FS1013-VS-XX-XX-D-H-0002

STATUS: S2 REVISION: P01

APPENDIX F: Swept Path Analysis



VEHICLE DIMENSIONS



12m REFUSE
LENGTH: 12.00 m
MAX WIDTH: 2.50 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 37.75°
TURN RADIUS (CURB TO CURB): 10.09 m
TURN RADIUS (WALL TO WALL): 11.08 m



STAR RADCLIFFE ACADEMY
SPRING LANE BURY

SWEPT PATH ANALYSIS

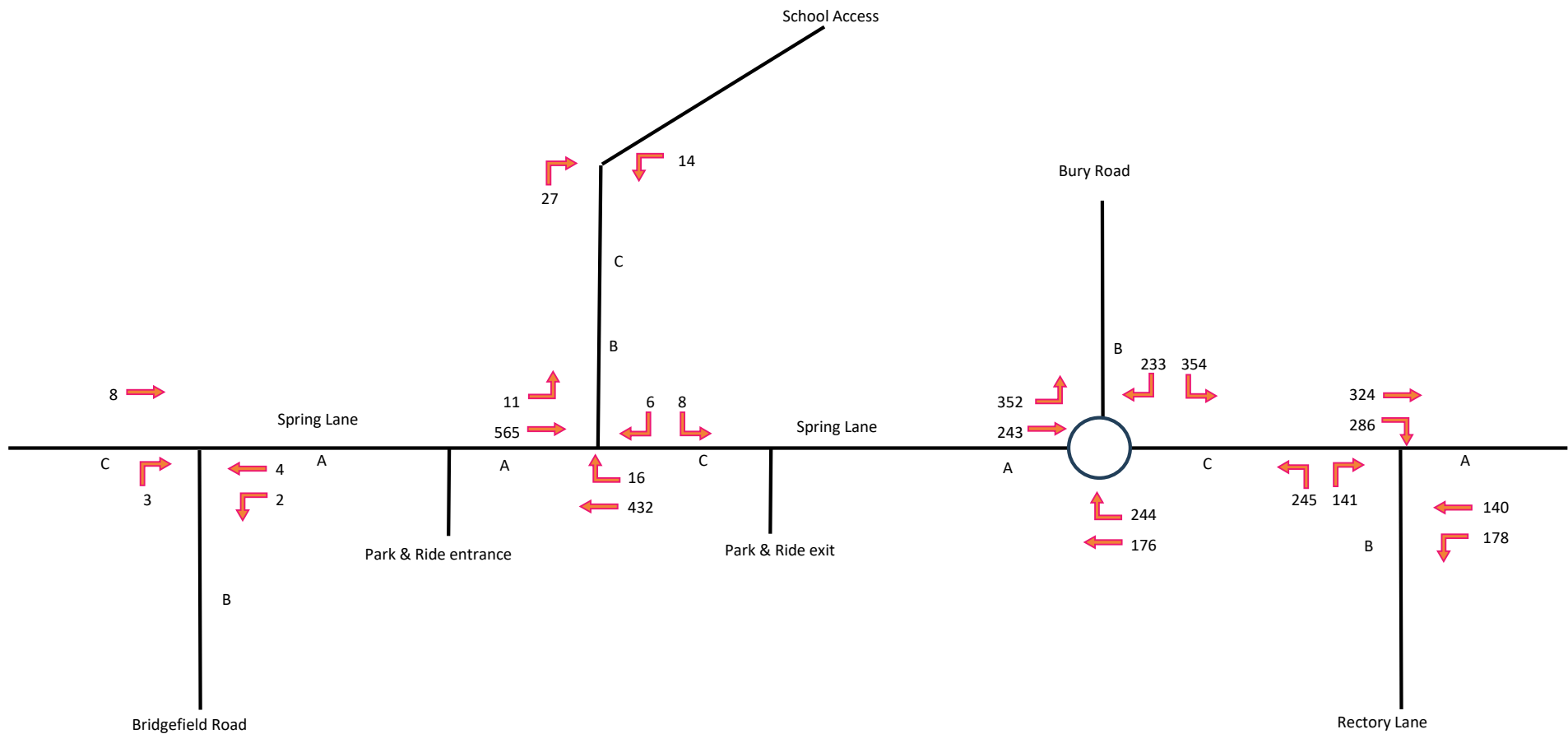
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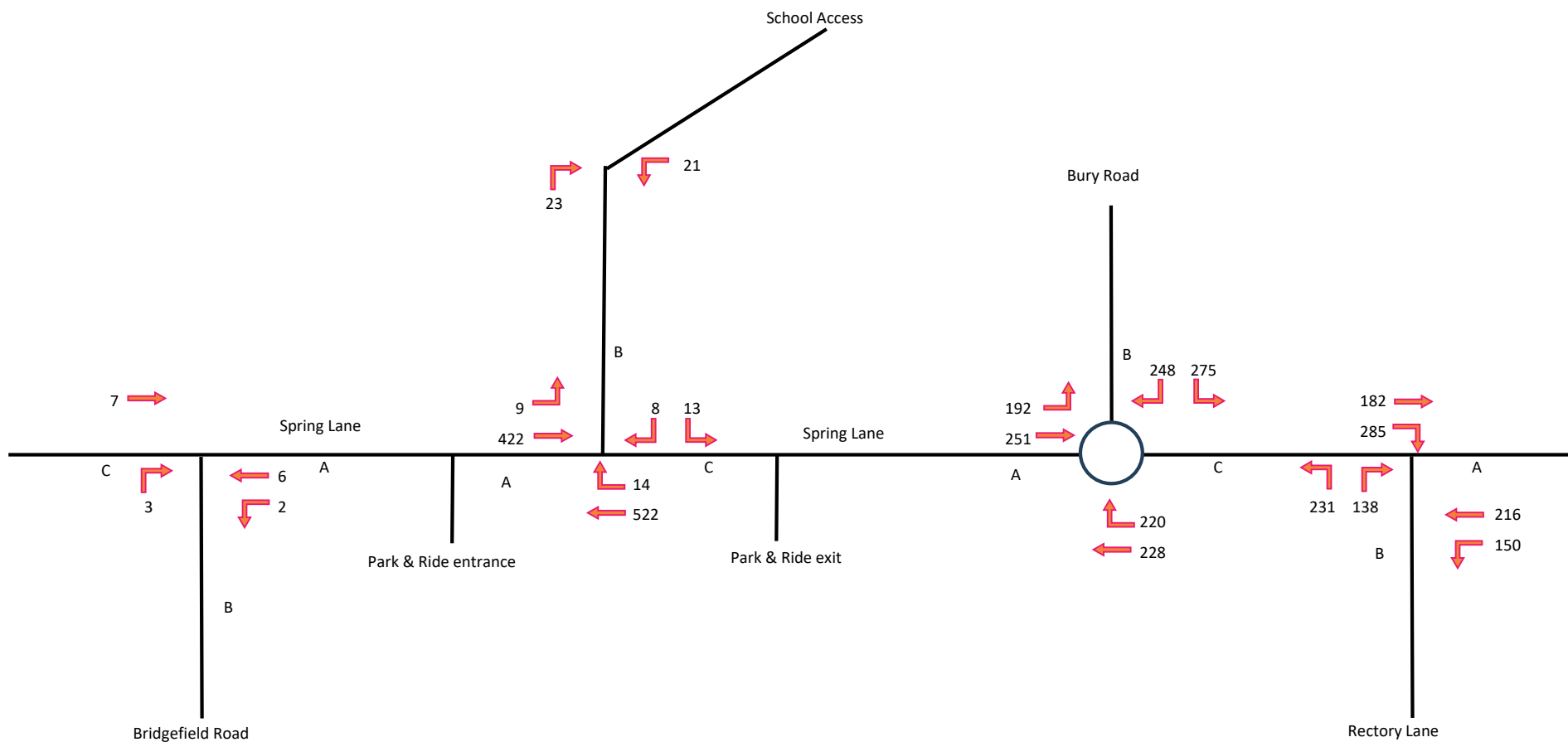
1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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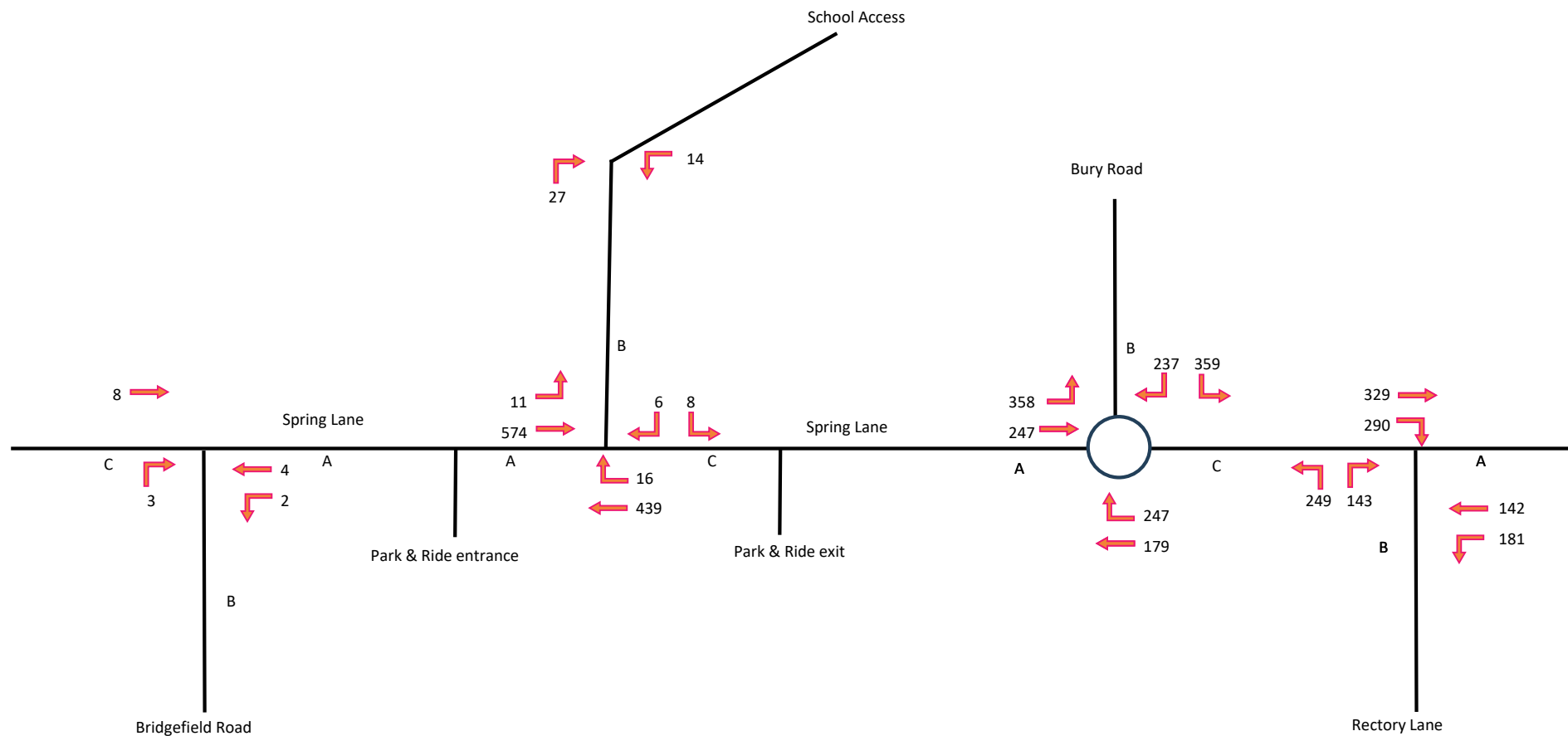
SCALE: 1:500 @A3
DATE: AUGUST 2023
DRAWING NO: 2305401

APPENDIX G: Base Traffic Flow Diagrams

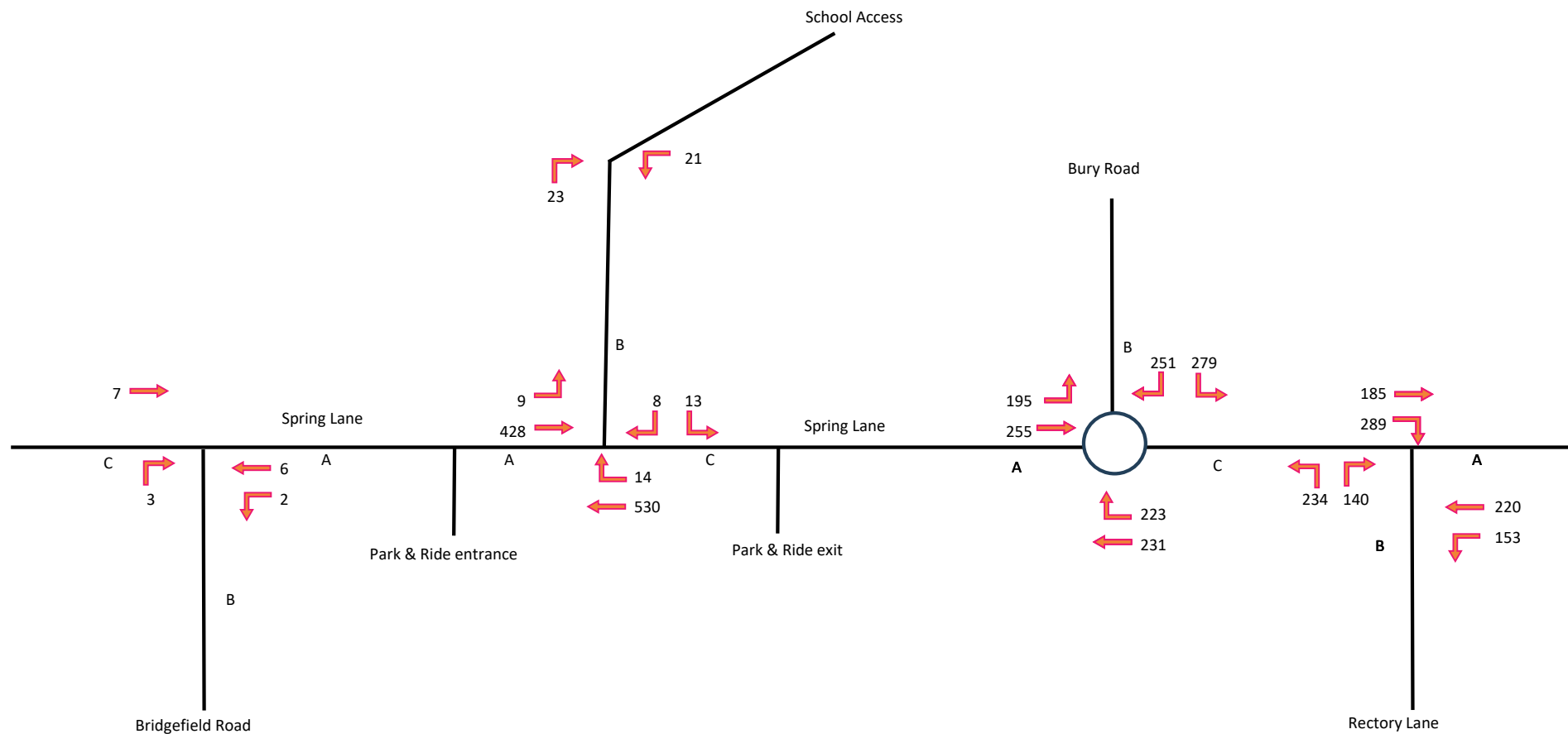




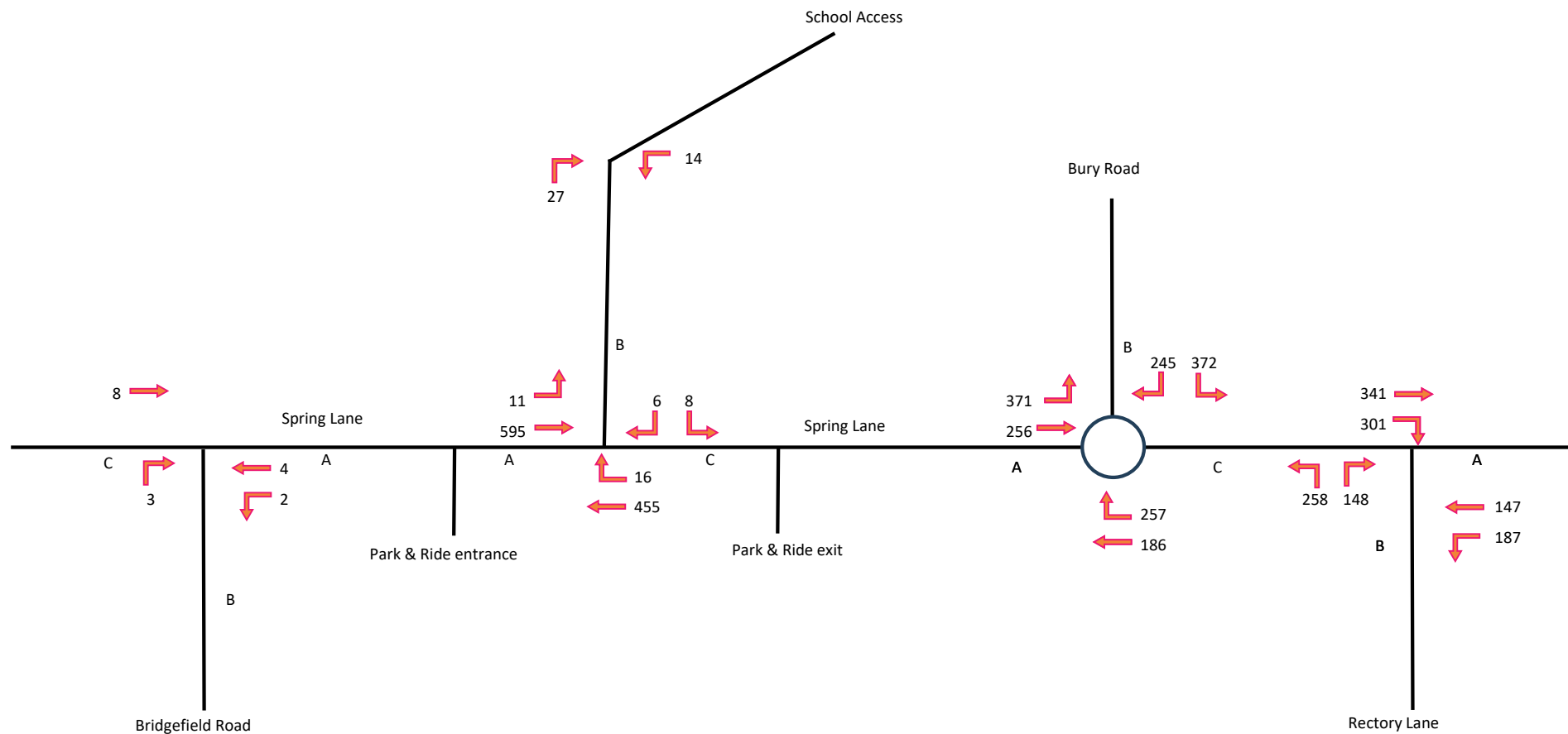
2023-2025 Growth factor = 1.015



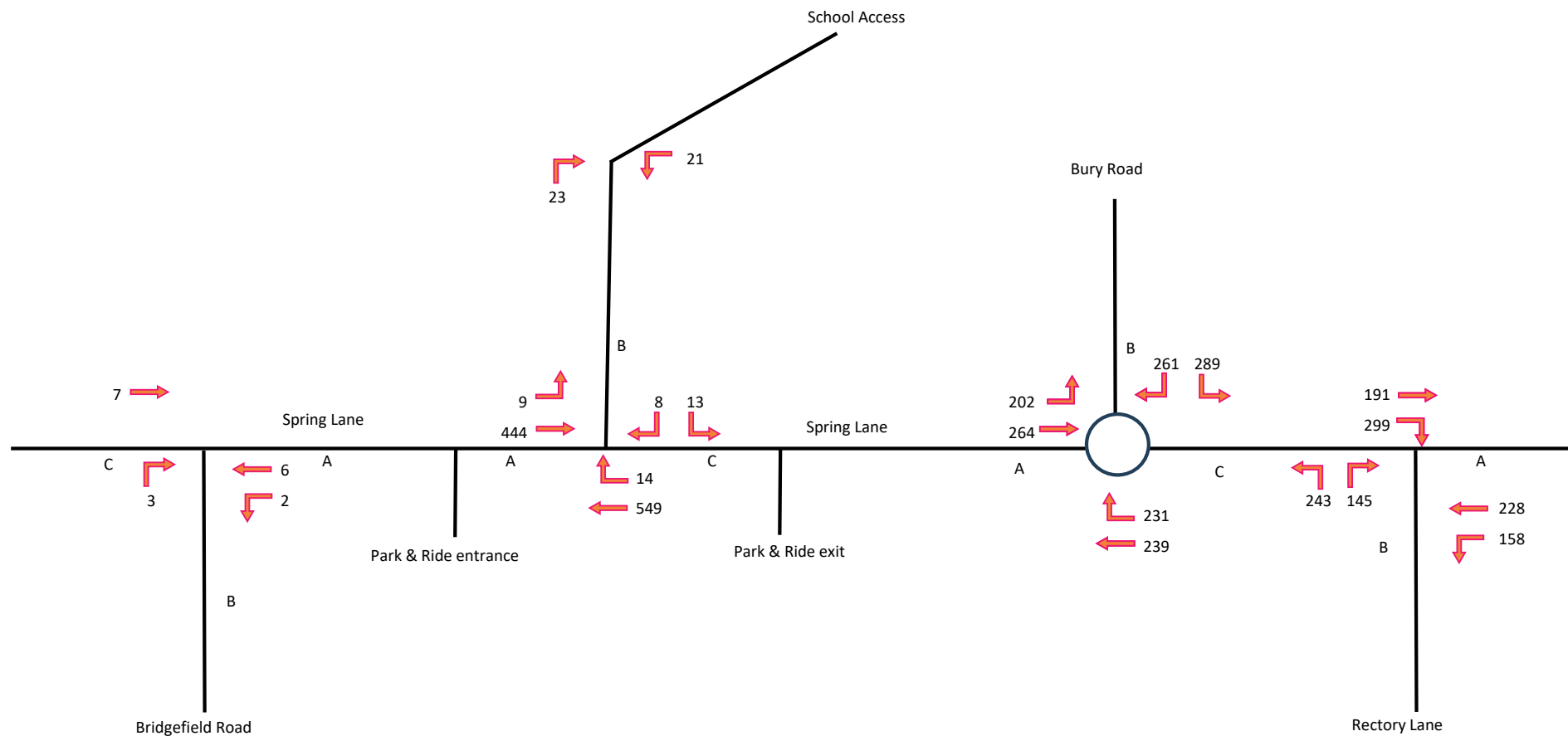
2023-2025 Growth factor = 1.015



2023-2030 Growth factor = 1.053



2023-2030 Growth factor = 1.052



APPENDIX H: Trip Distribution

Population estimates - small area based by single year of age - England and Wales

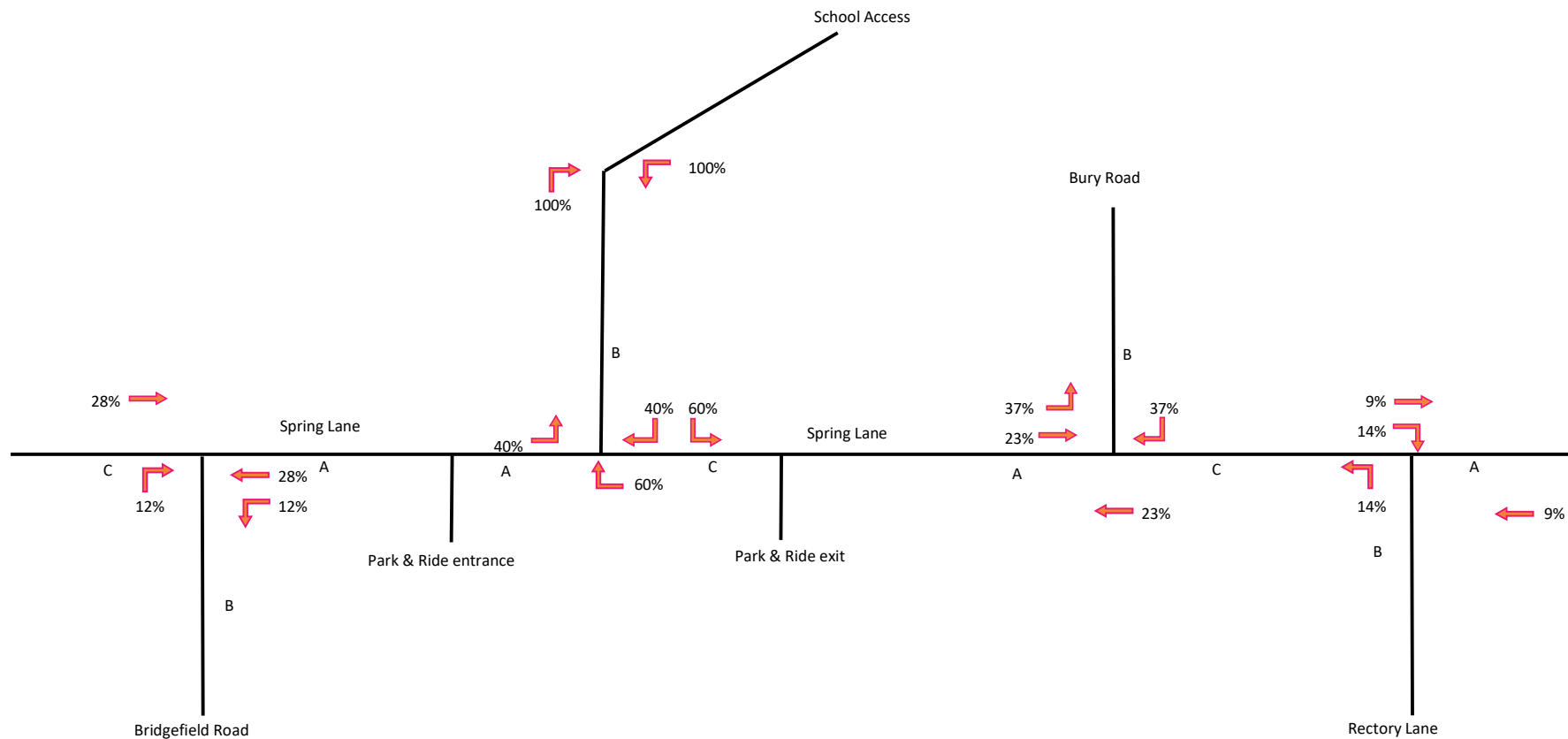
ONS Crown Copyright Reserved [from Nomis on 20 June 2023]

gender
age

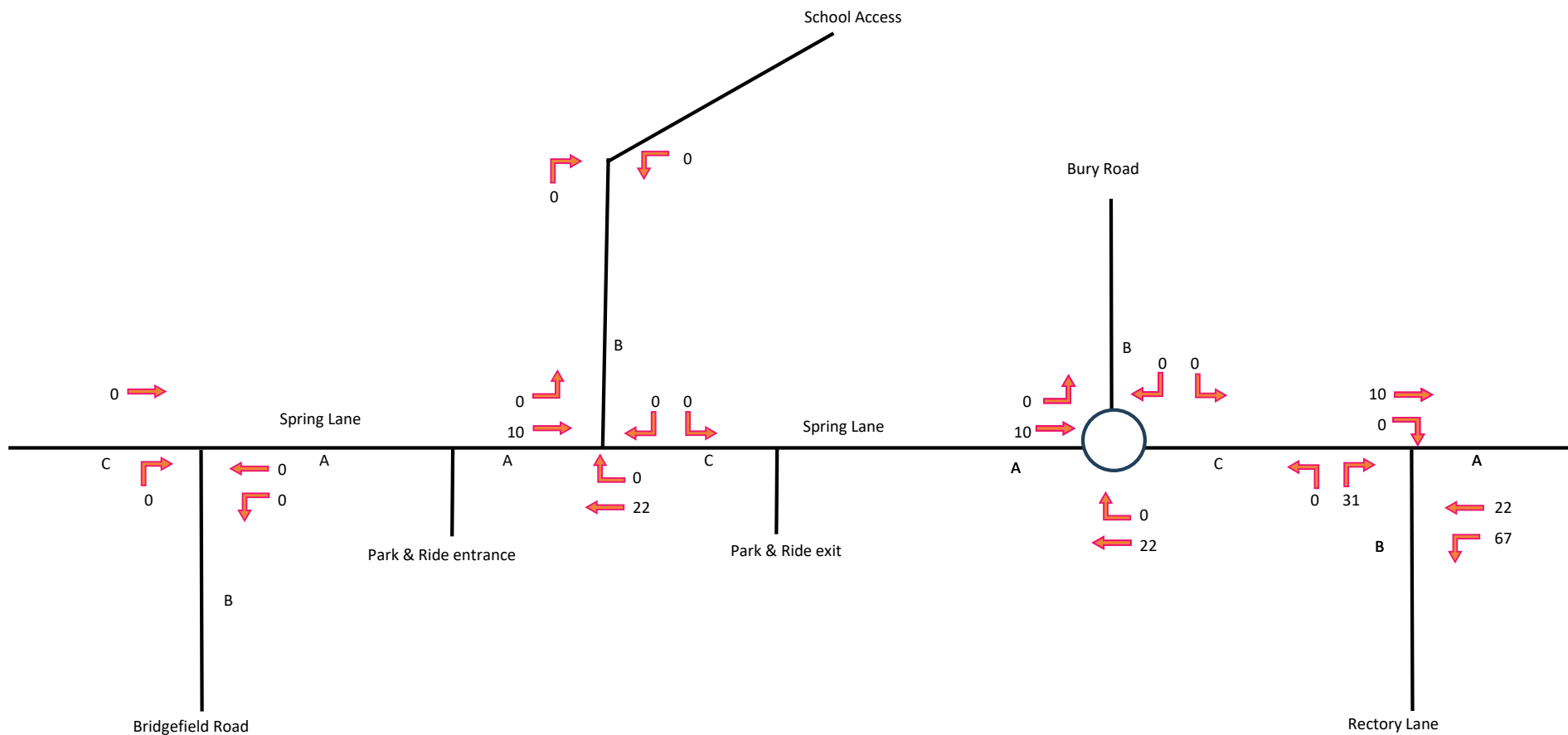
Total
All Ages

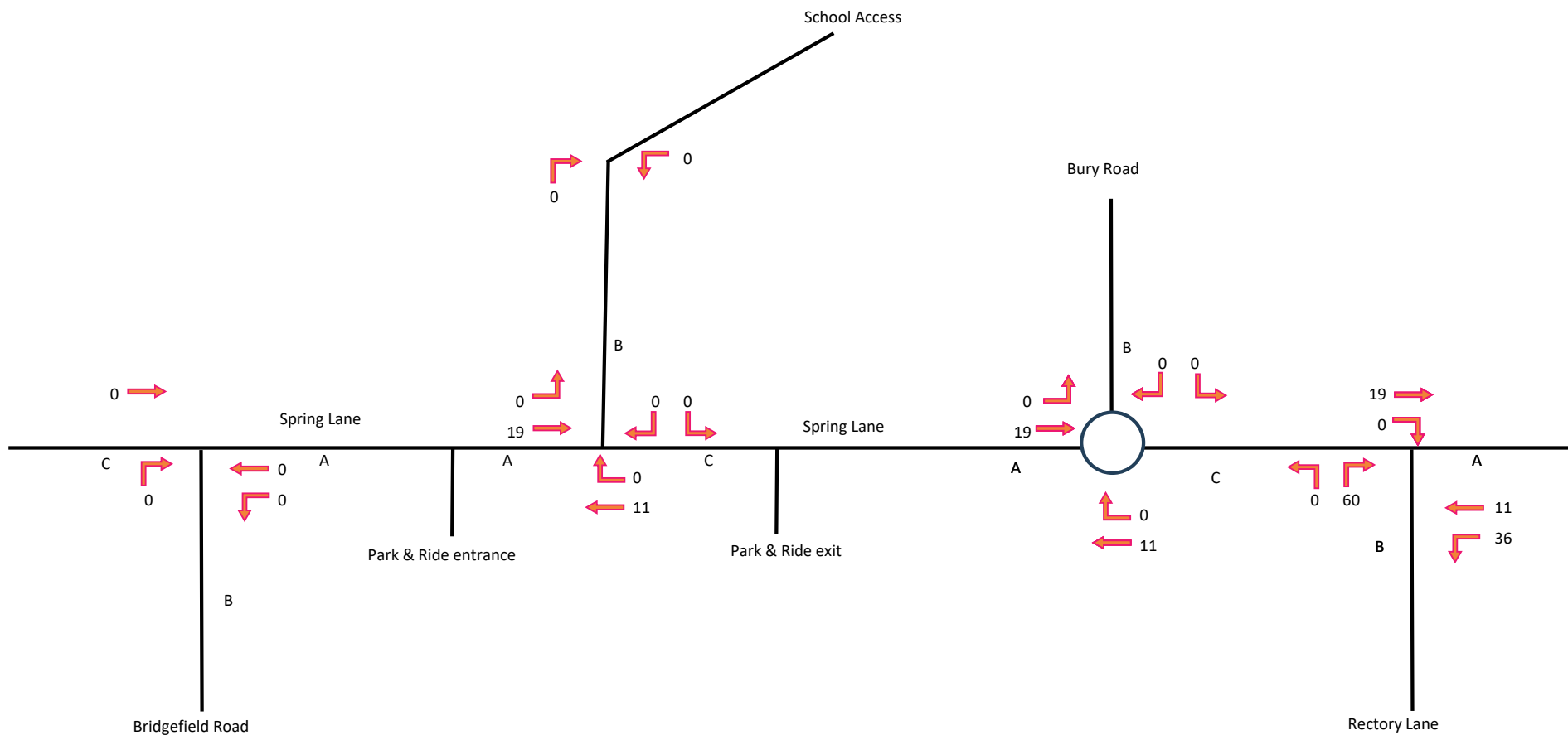
			% allocation					% distribution				
2011 super output area - middle layer	2020	% population	Spring Ln (W)	Bridgefield Rd	Rectory Ln	Spring Ln (E)	Bury Rd	Spring Ln (W)	Bridgefield Rd	Rectory Ln	Spring Ln (E)	Bury Rd
E02001019 : Bury 001	8,806	5.48%				50%	50%	0.00%	0.00%	0.00%	2.74%	2.74%
E02001020 : Bury 002	5,737	3.57%	40%				60%	1.43%	0.00%	0.00%	0.00%	2.14%
E02001021 : Bury 003	7,428	4.62%	40%				60%	1.85%	0.00%	0.00%	0.00%	2.77%
E02001022 : Bury 004	7,893	4.91%					100%	0.00%	0.00%	0.00%	0.00%	4.91%
E02001023 : Bury 005	5,712	3.55%	50%				50%	1.78%	0.00%	0.00%	0.00%	1.78%
E02001024 : Bury 006	8,132	5.06%	50%				50%	2.53%	0.00%	0.00%	0.00%	2.53%
E02001025 : Bury 007	7,988	4.97%					100%	0.00%	0.00%	0.00%	0.00%	4.97%
E02001026 : Bury 008	10,790	6.71%					100%	0.00%	0.00%	0.00%	0.00%	6.71%
E02001027 : Bury 009	7,357	4.57%	50%				50%	2.29%	0.00%	0.00%	0.00%	2.29%
E02001028 : Bury 010	7,086	4.41%	70%				30%	3.08%	0.00%	0.00%	0.00%	1.32%
E02001029 : Bury 011	7,732	4.81%					100%	0.00%	0.00%	0.00%	0.00%	4.81%
E02001030 : Bury 012	5,887	3.66%	100%					3.66%	0.00%	0.00%	0.00%	0.00%
E02001031 : Bury 013	6,636	4.13%				100%		0.00%	0.00%	0.00%	4.13%	0.00%
E02001035 : Bury 017	6,918	4.30%			50%	50%		0.00%	0.00%	2.15%	2.15%	0.00%
E02001037 : Bury 019	6,933	4.31%	33%	33%	33%			1.44%	1.44%	1.44%	0.00%	0.00%
E02001038 : Bury 020	5,836	3.63%	33%	33%	33%			1.21%	1.21%	1.21%	0.00%	0.00%
E02001039 : Bury 021	8,523	5.30%	33%	33%	33%			1.77%	1.77%	1.77%	0.00%	0.00%
E02001040 : Bury 022	6,196	3.85%	33%	33%	33%			1.28%	1.28%	1.28%	0.00%	0.00%
E02001041 : Bury 023	7,665	4.77%	33%	33%	33%			1.59%	1.59%	1.59%	0.00%	0.00%
E02001042 : Bury 024	6,437	4.00%	33%	33%	33%			1.33%	1.33%	1.33%	0.00%	0.00%
E02001043 : Bury 025	5,458	3.39%	33%	33%	33%			1.13%	1.13%	1.13%	0.00%	0.00%
E02001044 : Bury 026	9,685	6.02%	33%	33%	33%			2.01%	2.01%	2.01%	0.00%	0.00%
TOTAL	160,835	100%						28.37%	11.76%	13.91%	9.01%	36.95%

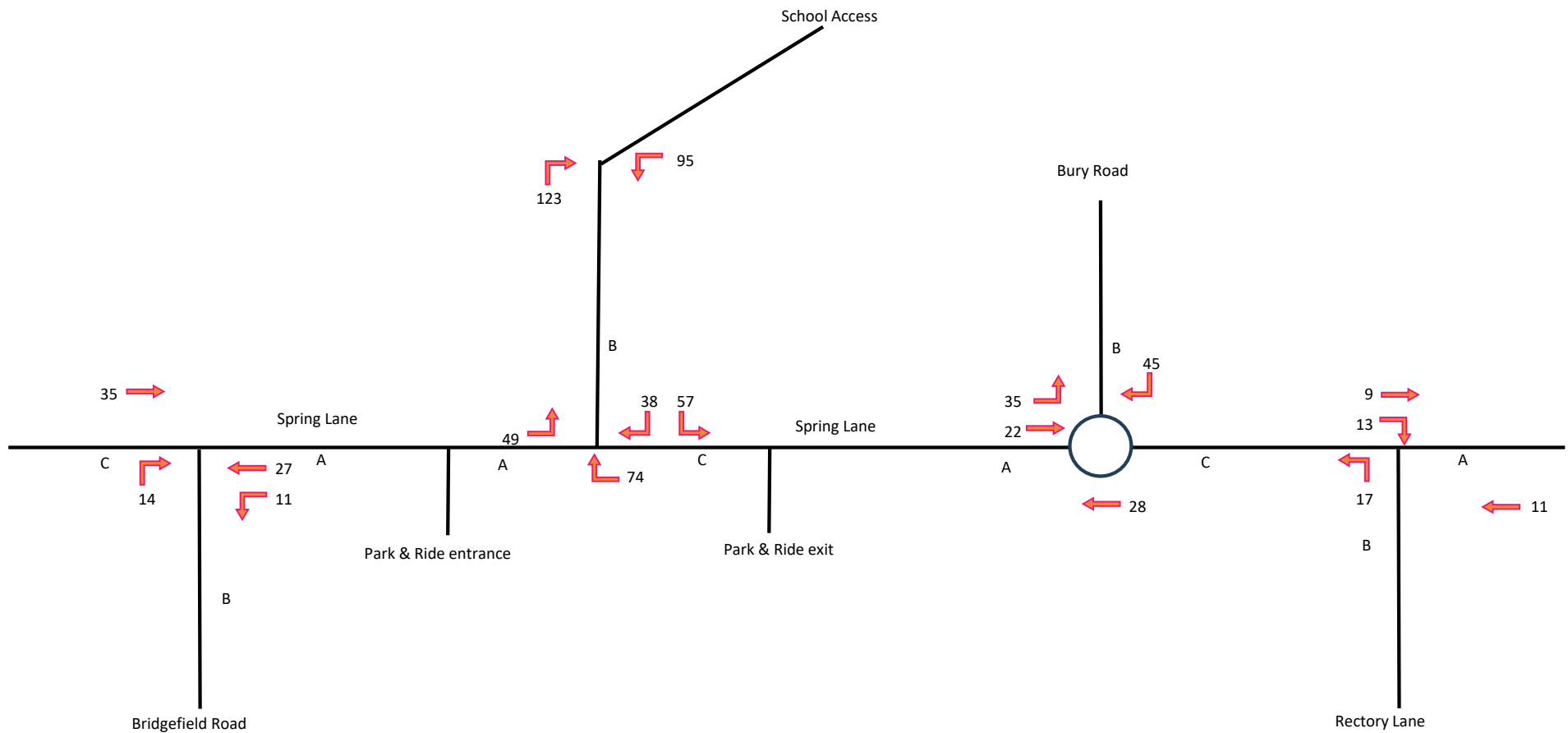
100.00%

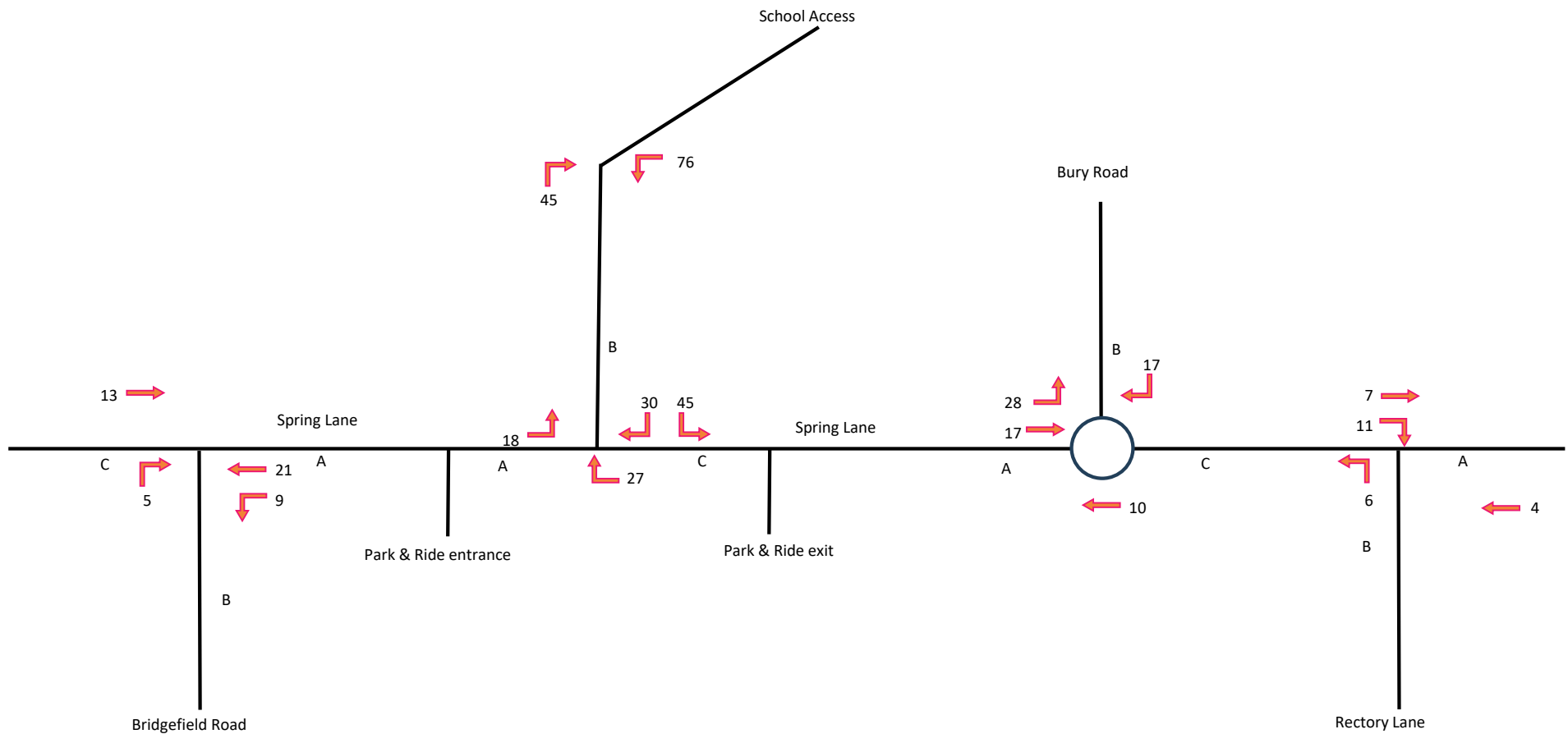


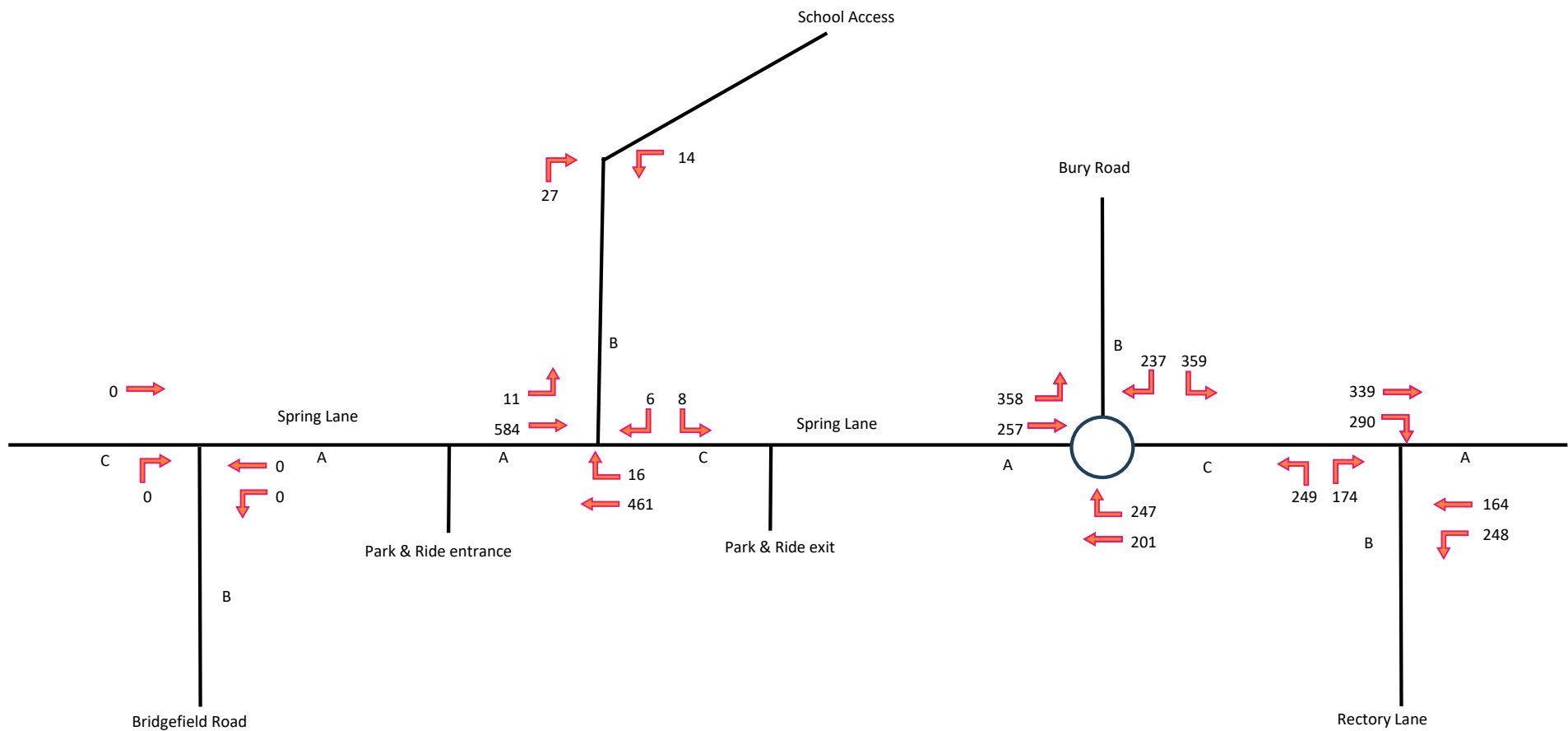
APPENDIX I: Development Traffic Flow Diagrams

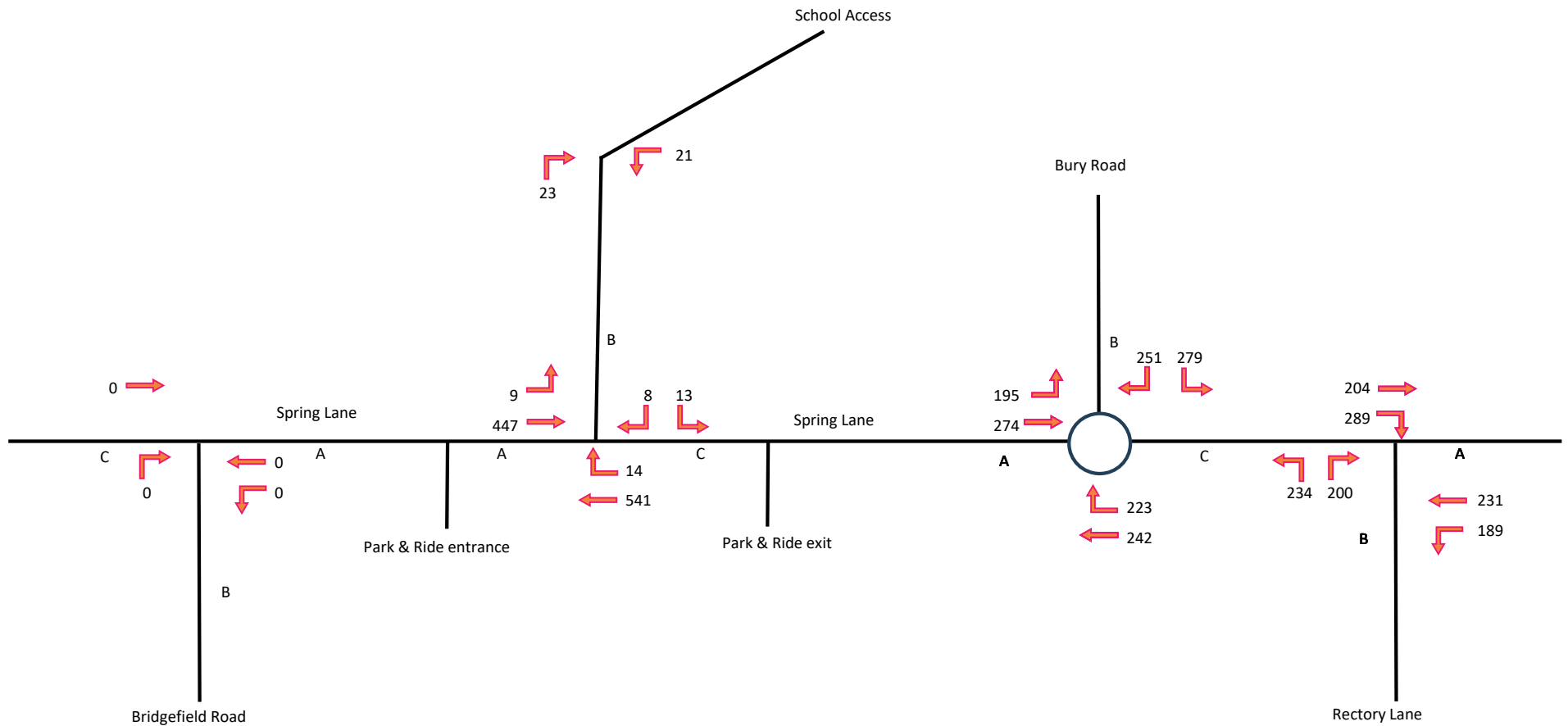


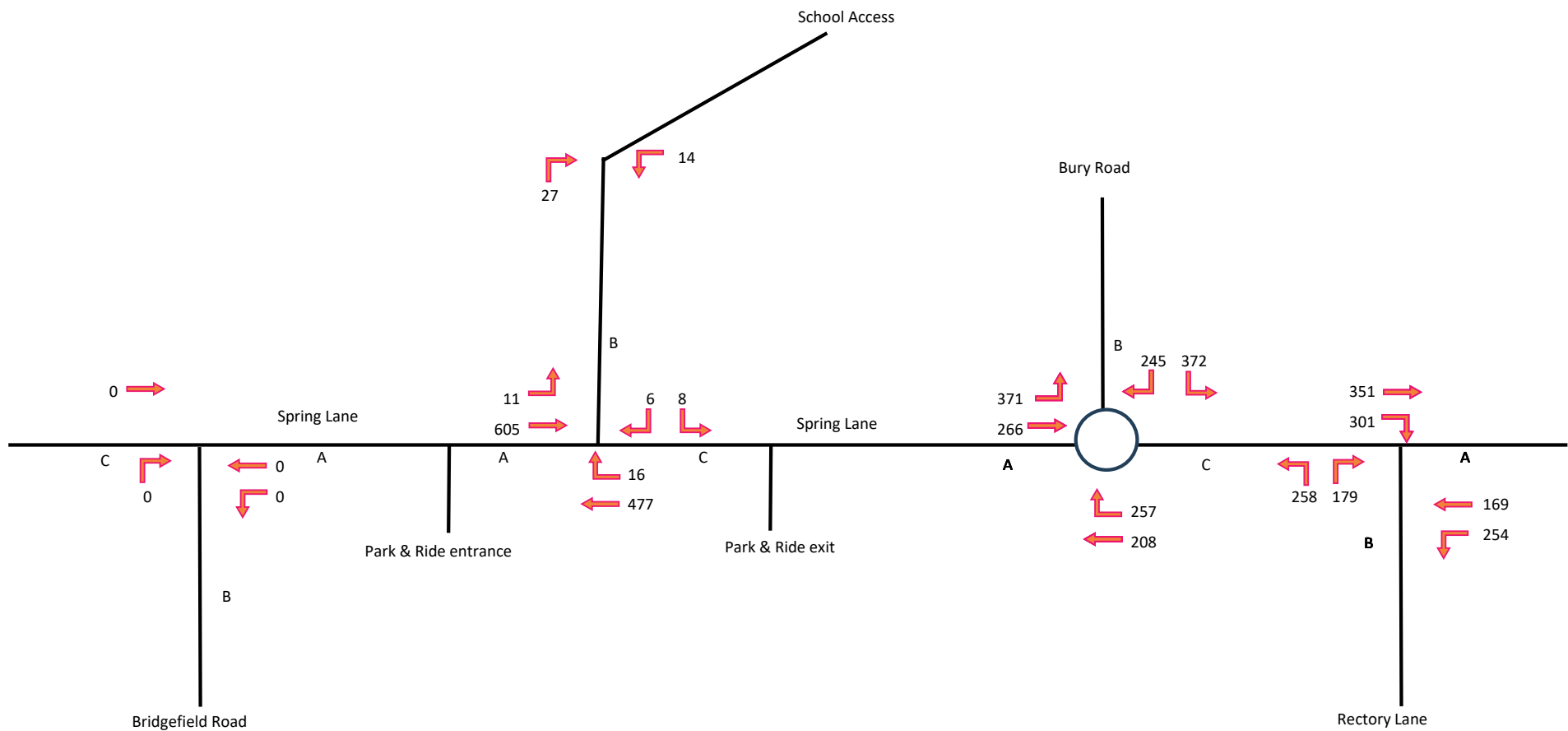


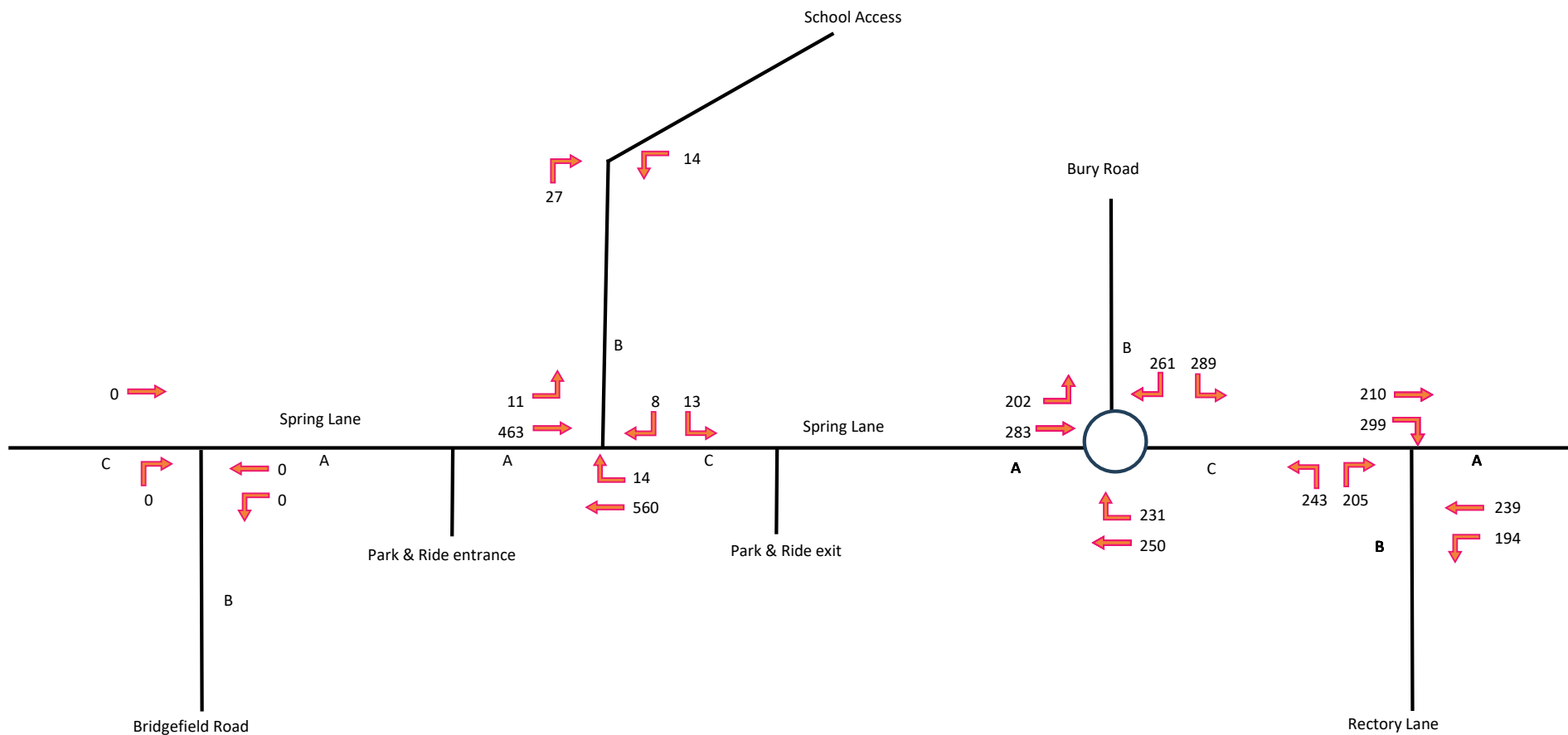


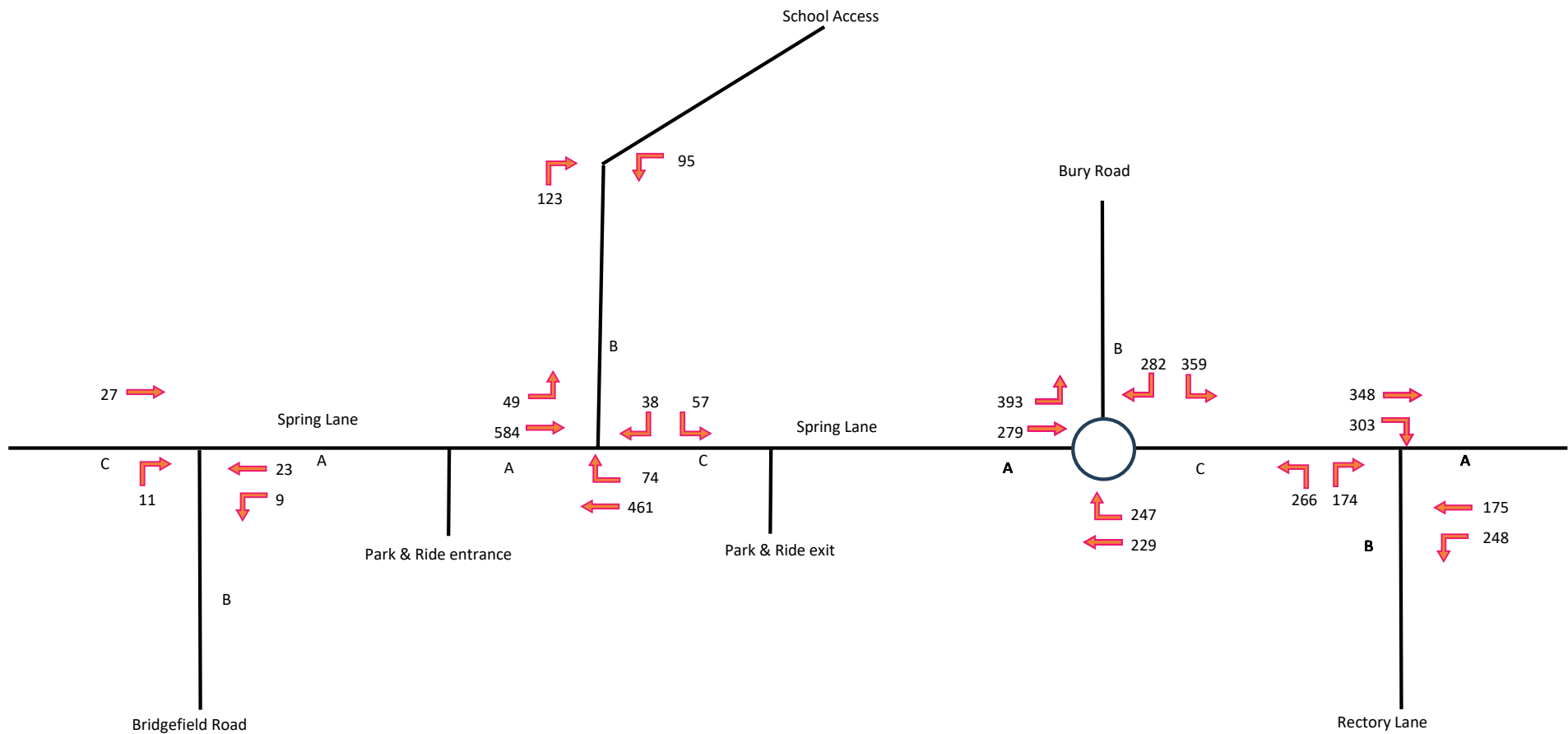


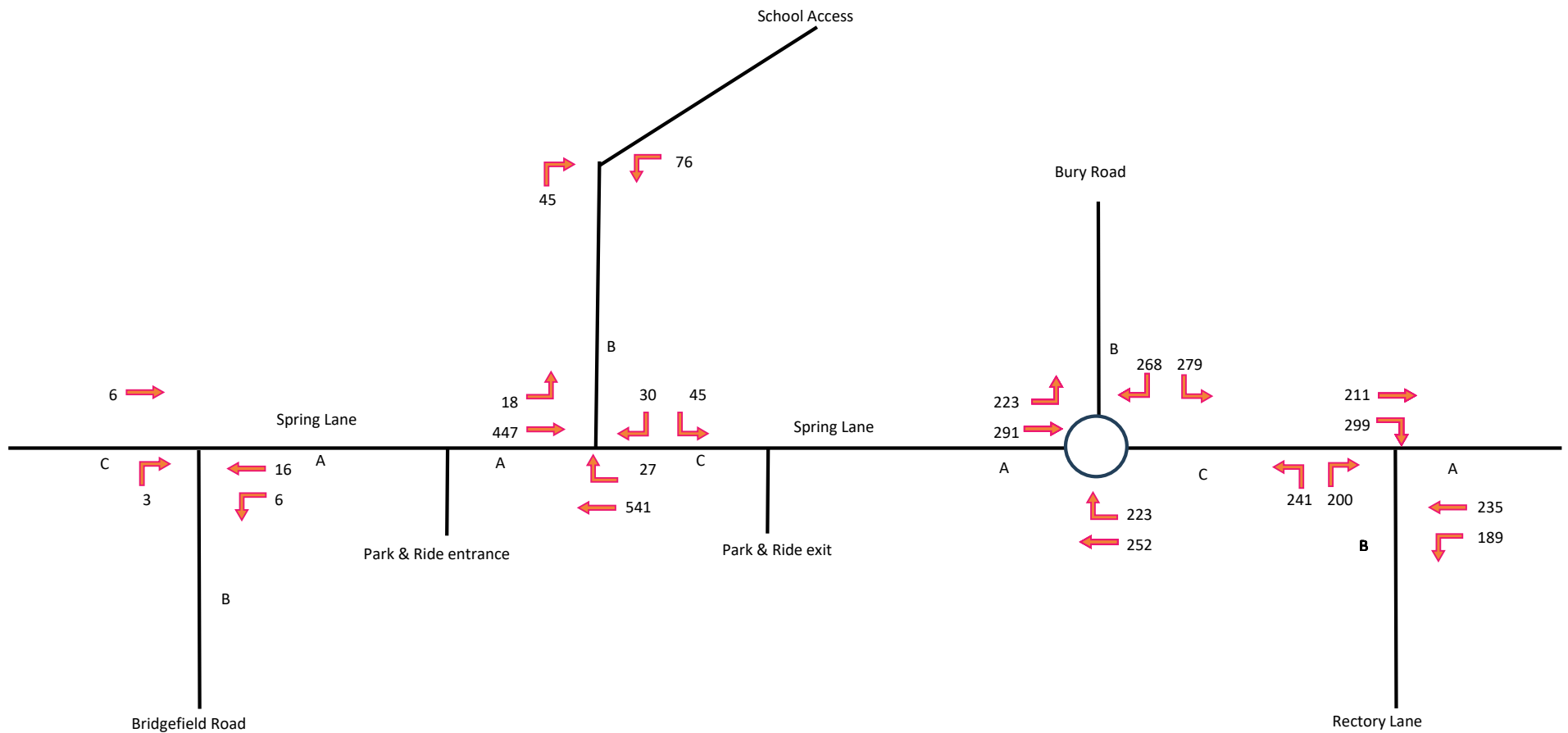


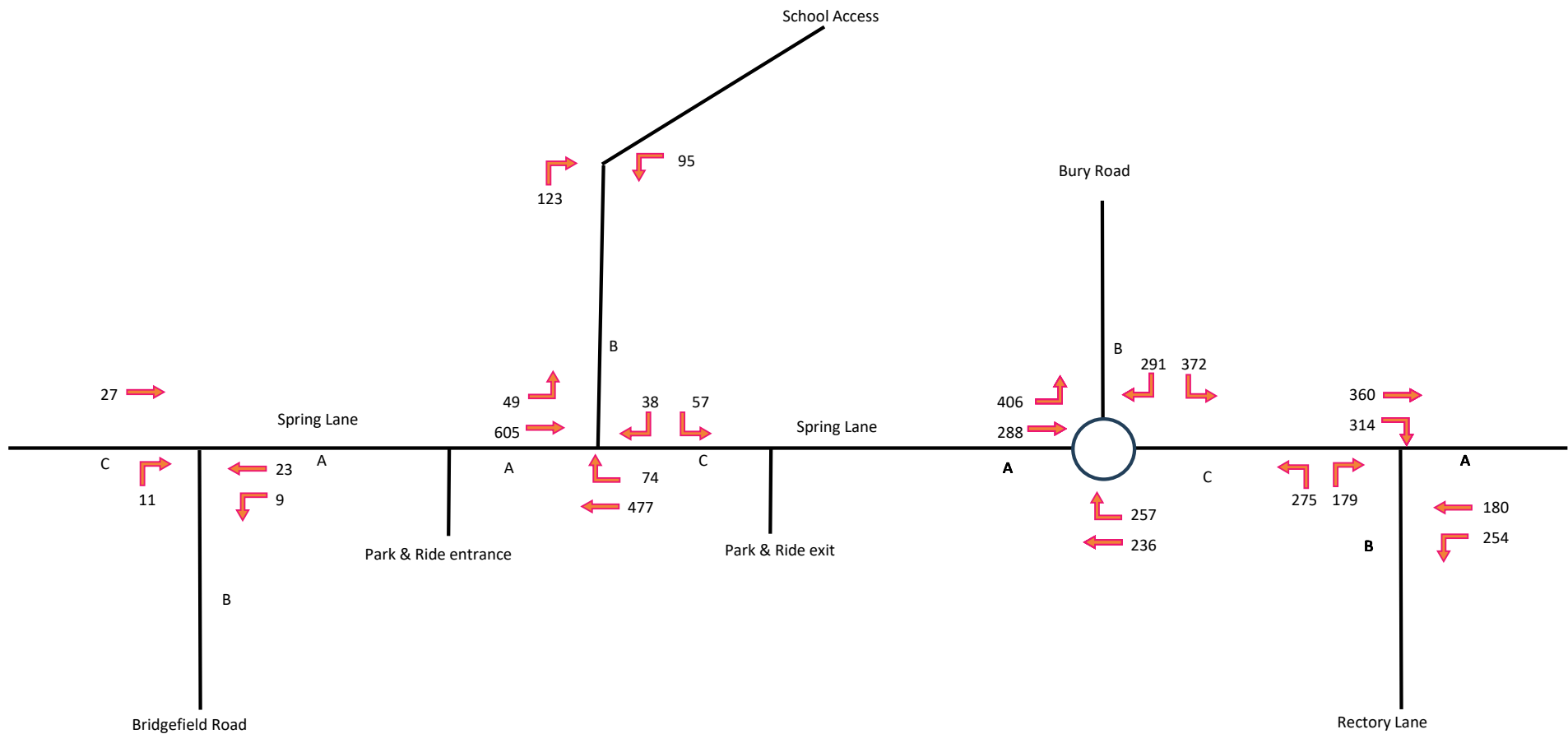


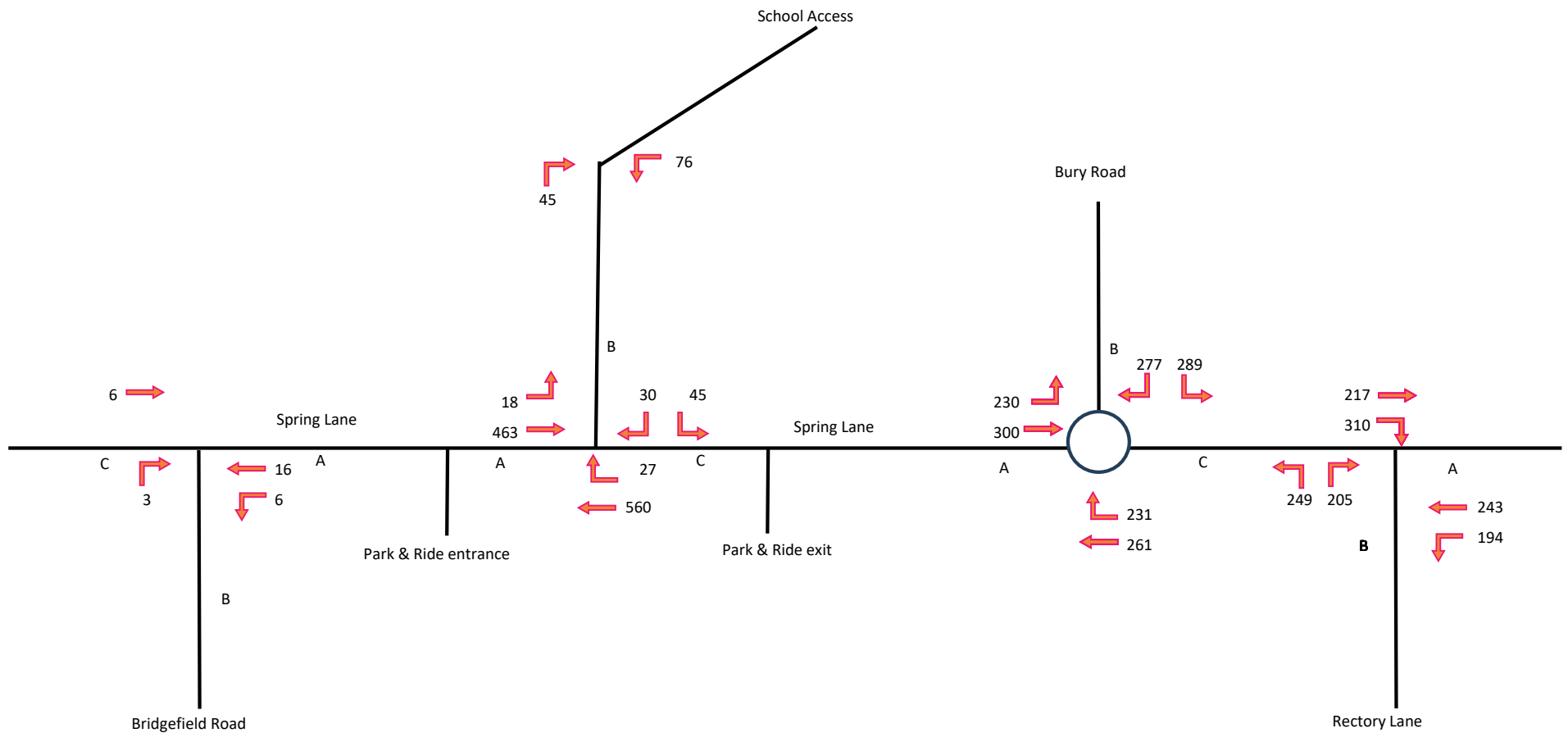












APPENDIX J: TRICS Output

Calculation Reference: AUDIT-407201-230626-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
Actual Range: 560 to 900 (units:)
Range Selected by User: 500 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	12 days
-------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	4 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-04-B-04	SECONDARY ACADEMY	DEVON
	EARL RICHARD ' SRD SOUTH		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	835	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
2	GM-04-B-03	SECONDARY SCHOOL	GREATER MANCHESTER
	MATTHEW MOSS LANE		
	ROCHDALE		
	MARLAND		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	780	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
3	LC-04-B-02	SECONDARY ACADEMY	LANCASHIRE
	TODD LANE NORTH		
	LOSTOCK HALL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	560	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
4	LN-04-B-02	SECONDARY SCHOOL	LINCOLNSHIRE
	RISEHOLME ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	852	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
5	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL
6	PB-04-B-01	SECONDARY ACADEMY	PETERBOROUGH
	REEVES WAY		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	900	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
7	SD-04-B-01	SECONDARY SCHOOL	SWINDON
	ST PAUL'S DRIVE		
	SWINDON		
	COVINGHAM		
	Edge of Town		
	No Sub Category		
	Total Number of pupils:	874	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
8	SP-04-B-01	SECONDARY SCHOOL	SOUTHAMPTON
	MINSTEAD AVENUE		
	SOUTHAMPTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	565	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA	SECONDARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils: 767 Survey date: WEDNESDAY 24/10/18		Survey Type: MANUAL
10	WK-04-B-01 BANBURY ROAD KINETON	SECONDARY SCHOOL	WARWICKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 839 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
11	WM-04-B-05 JEREMY ROAD WOLVERHAMPTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils: 800 Survey date: MONDAY 14/11/16		Survey Type: MANUAL
12	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils: 840 Survey date: TUESDAY 21/11/17		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	784	0.051	12	784	0.013	12	784	0.064
08:00 - 09:00	12	784	0.164	12	784	0.126	12	784	0.290
09:00 - 10:00	12	784	0.015	12	784	0.015	12	784	0.030
10:00 - 11:00	12	784	0.012	12	784	0.010	12	784	0.022
11:00 - 12:00	12	784	0.011	12	784	0.011	12	784	0.022
12:00 - 13:00	12	784	0.010	12	784	0.012	12	784	0.022
13:00 - 14:00	12	784	0.015	12	784	0.016	12	784	0.031
14:00 - 15:00	12	784	0.047	12	784	0.036	12	784	0.083
15:00 - 16:00	12	784	0.060	12	784	0.101	12	784	0.161
16:00 - 17:00	12	784	0.042	12	784	0.072	12	784	0.114
17:00 - 18:00	12	784	0.025	12	784	0.029	12	784	0.054
18:00 - 19:00	12	784	0.023	12	784	0.020	12	784	0.043
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.475			0.461			0.936

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 560 - 900 (units:)
 Survey date range: 01/01/15 - 28/09/22
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX K: Site Access Junction Model Output

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: Proposed site access T-junction 09 23.j9

Path: C:\Users\highw\Via Solutions\CompanyShare - Documents\VIA Projects\23000s\23054 - Star Academy, Bury\Modelling\PICADY

Report generation date: 06/09/2023 11:36:34

»2025, AM
 »2025, PM
 »2030, AM
 »2030, PM
 »2025 + Comm, AM
 »2025 + Comm, PM
 »2030 + Comm, AM
 »2030 + Comm, PM
 »2025 + Comm + Dev, AM
 »2025 + Comm + Dev, PM
 »2030 + Comm + Dev, AM
 »2030 + Comm + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-C	D1	0.0	6.82	0.02	A	92 % [Stream B-A]	D2	0.0	6.34	0.02	A	111 % [Stream B-A]
Stream B-A		0.0	11.87	0.02	B			0.0	11.26	0.03	B	
Stream C-AB		0.1	4.47	0.04	A			0.1	4.12	0.04	A	
	2030											
Stream B-C	D3	0.0	6.89	0.02	A	86 % [Stream B-A]	D4	0.0	6.39	0.02	A	104 % [Stream B-A]
Stream B-A		0.0	12.17	0.02	B			0.0	11.50	0.03	B	
Stream C-AB		0.1	4.44	0.04	A			0.1	4.09	0.04	A	
	2025 + Comm											
Stream B-C	D5	0.0	6.85	0.02	A	87 % [Stream B-A]	D6	0.0	6.40	0.02	A	105 % [Stream B-A]
Stream B-A		0.0	12.10	0.02	B			0.0	11.48	0.03	B	
Stream C-AB		0.1	4.42	0.04	A			0.1	4.11	0.04	A	
	2030 + Comm											
Stream B-C	D7	0.0	6.93	0.02	A	81 % [Stream B-A]	D8	0.0	6.46	0.03	A	98 % [Stream B-A]
Stream B-A		0.0	12.41	0.02	B			0.0	11.74	0.03	B	
Stream C-AB		0.1	4.40	0.05	A			0.1	4.08	0.04	A	
	2025 + Comm + Dev											
Stream B-C	D9	0.1	7.72	0.10	A	54 % [Stream B-A]	D10	0.1	6.78	0.06	A	90 % [Stream B-A]
Stream B-A		0.1	14.43	0.12	B			0.1	12.01	0.07	B	
Stream C-AB		0.4	4.79	0.16	A			0.0	4.10	0.04	A	
	2030 + Comm + Dev											
Stream B-C	D11	0.1	7.82	0.10	A	50 % [Stream B-A]	D12	0.1	6.84	0.06	A	85 % [Stream B-A]
Stream B-A		0.1	14.88	0.13	B			0.1	12.28	0.08	B	
Stream C-AB		0.4	4.77	0.17	A			0.1	4.07	0.04	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

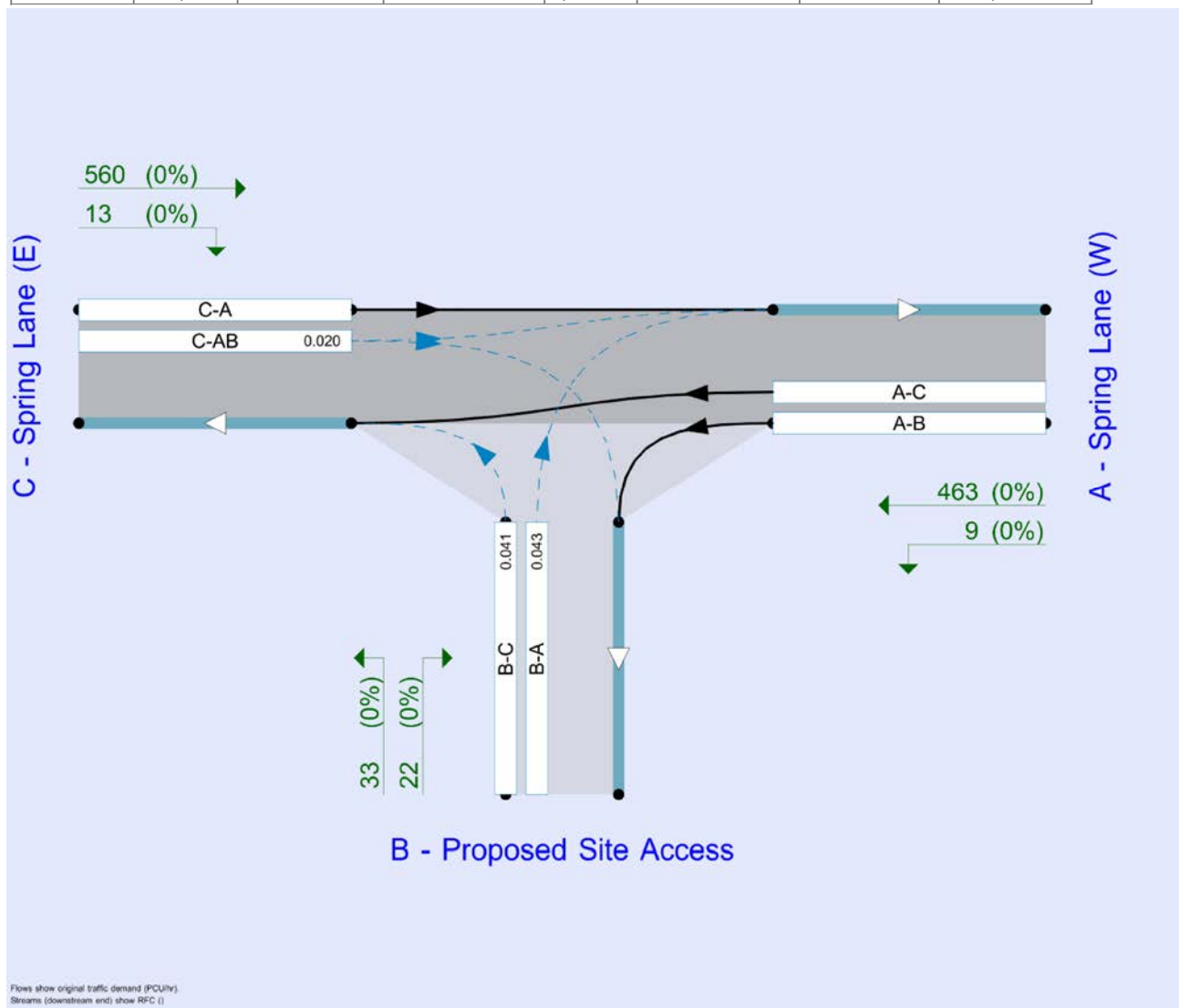
File summary

File Description

Title	
Location	
Site number	
Date	04/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC2-ERIC-OFFICE\highw
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



The junction diagram reflects the last run of Junctions.

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
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	PM	ONE HOUR	14:45	16:15	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	14:45	16:15	15	✓
D5	2025 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D7	2030 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D9	2025 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓
D11	2030 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2025, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Spring Lane (W)		Major
B	Proposed Site Access		Minor
C	Spring Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Spring Lane (E)	7.98			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane plus flare	10.00	4.99	3.65	3.65	3.65	✓	1.00	17	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	522	0.087	0.220	0.138	0.314
B-C	697	0.098	0.247	-	-
C-B	719	0.255	0.255	-	-

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	2025	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	585	100.000
B - Proposed Site Access		ONE HOUR	✓	14	100.000
C - Spring Lane (E)		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	11	574
	B - Proposed Site Access	6	0	8
	C - Spring Lane (E)	439	16	0

Proportions

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.43	0.00	0.57
	C - Spring Lane (E)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000
	C - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	440	440
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	343	343
08:00-08:15	A - Spring Lane (W)	526	526
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	409	409
08:15-08:30	A - Spring Lane (W)	644	644
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	501	501
08:30-08:45	A - Spring Lane (W)	644	644
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	501	501
08:45-09:00	A - Spring Lane (W)	526	526
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	409	409
09:00-09:15	A - Spring Lane (W)	440	440
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	343	343

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-C	0.02	6.82	0.0	A	7	11
B-A	0.02	11.87	0.0	B	6	8
C-AB	0.04	4.47	0.1	A	29	43
C-A					389	583
A-B					10	15
A-C					527	790

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-C	6	2	588	0.010	6	0.0	0.0	6.188	A
B-A	5	1	377	0.012	4	0.0	0.0	9.663	A
C-AB	20	5	826	0.024	20	0.0	0.0	4.467	A
C-A	322	81			322				
A-B	8	2			8				
A-C	432	108			432				

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-C	7	2	566	0.013	7	0.0	0.0	6.438	A
B-A	5	1	349	0.015	5	0.0	0.0	10.481	B
C-AB	27	7	851	0.032	27	0.0	0.0	4.366	A
C-A	382	96			382				
A-B	10	2			10				
A-C	516	129			516				

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-C	9	2	537	0.016	9	0.0	0.0	6.818	A
B-A	7	2	310	0.021	7	0.0	0.0	11.870	B
C-AB	39	10	889	0.044	39	0.0	0.1	4.232	A
C-A	462	116			462				
A-B	12	3			12				
A-C	632	158			632				

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-C	9	2	537	0.016	9	0.0	0.0	6.819	A
B-A	7	2	310	0.021	7	0.0	0.0	11.869	B
C-AB	39	10	889	0.044	39	0.1	0.1	4.234	A
C-A	462	116			462				
A-B	12	3			12				
A-C	632	158			632				

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-C	7	2	566	0.013	7	0.0	0.0	6.440	A
B-A	5	1	349	0.015	5	0.0	0.0	10.481	B
C-AB	27	7	851	0.032	27	0.1	0.0	4.369	A
C-A	382	96			382				
A-B	10	2			10				
A-C	516	129			516				

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-C	6	2	587	0.010	6	0.0	0.0	6.191	A
B-A	5	1	377	0.012	5	0.0	0.0	9.664	A
C-AB	20	5	826	0.024	20	0.0	0.0	4.468	A
C-A	322	81			322				
A-B	8	2			8				
A-C	432	108			432				

2025, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	111	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	437	100.000
B - Proposed Site Access		ONE HOUR	✓	21	100.000
C - Spring Lane (E)		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	9	428
	B - Proposed Site Access	8	0	13
	C - Spring Lane (E)	530	14	0

Proportions

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.38	0.00	0.62
	C - Spring Lane (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

	To			
From		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	329	329
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	410	410
15:00-15:15	A - Spring Lane (W)	393	393
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	489	489
15:15-15:30	A - Spring Lane (W)	481	481
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	599	599
15:30-15:45	A - Spring Lane (W)	481	481
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	599	599
15:45-16:00	A - Spring Lane (W)	393	393
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	489	489
16:00-16:15	A - Spring Lane (W)	329	329
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	410	410

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-C	0.02	6.34	0.0	A	12	18
B-A	0.03	11.26	0.0	B	7	11
C-AB	0.04	4.12	0.1	A	28	41
C-A					472	707
A-B					8	12
A-C					393	589

Main Results for each time segment

14:45 - 15:00

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-C	10	2	621	0.016	10	0.0	0.0	5.889	A
B-A	6	2	388	0.016	6	0.0	0.0	9.426	A
C-AB	19	5	893	0.021	19	0.0	0.0	4.117	A
C-A	391	98			391				
A-B	7	2			7				
A-C	322	81			322				

15:00 - 15:15

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-C	12	3	605	0.019	12	0.0	0.0	6.071	A
B-A	7	2	363	0.020	7	0.0	0.0	10.118	B
C-AB	26	6	931	0.028	26	0.0	0.0	3.974	A

C-A	463	116			463				
A-B	8	2			8				
A-C	385	96			385				

15:15 - 15:30

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-C	14	4	582	0.025	14	0.0	0.0	6.342	A
B-A	9	2	328	0.027	9	0.0	0.0	11.260	B
C-AB	38	9	987	0.038	38	0.0	0.1	3.793	A
C-A	561	140			561				
A-B	10	2			10				
A-C	471	118			471				

15:30 - 15:45

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-C	14	4	582	0.025	14	0.0	0.0	6.343	A
B-A	9	2	329	0.027	9	0.0	0.0	11.259	B
C-AB	38	9	987	0.038	38	0.1	0.1	3.796	A
C-A	561	140			561				
A-B	10	2			10				
A-C	471	118			471				

15:45 - 16:00

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-C	12	3	604	0.019	12	0.0	0.0	6.073	A
B-A	7	2	363	0.020	7	0.0	0.0	10.118	B
C-AB	26	6	932	0.028	26	0.1	0.0	3.975	A
C-A	463	116			463				
A-B	8	2			8				
A-C	385	96			385				

16:00 - 16:15

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-C	10	2	621	0.016	10	0.0	0.0	5.893	A
B-A	6	2	388	0.016	6	0.0	0.0	9.429	A
C-AB	19	5	893	0.021	19	0.0	0.0	4.119	A
C-A	390	98			390				
A-B	7	2			7				
A-C	322	81			322				

2030, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	86	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	606	100.000
B - Proposed Site Access		ONE HOUR	✓	14	100.000
C - Spring Lane (E)		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
From				
	A - Spring Lane (W)	0	11	595
	B - Proposed Site Access	6	0	8
	C - Spring Lane (E)	455	16	0

Proportions

	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
From				
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.43	0.00	0.57
	C - Spring Lane (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
From				
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
From				
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	456	456
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	355	355
08:00-08:15	A - Spring Lane (W)	545	545
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	423	423
08:15-08:30	A - Spring Lane (W)	667	667
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	519	519
08:30-08:45	A - Spring Lane (W)	667	667
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	519	519
08:45-09:00	A - Spring Lane (W)	545	545
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	423	423
09:00-09:15	A - Spring Lane (W)	456	456
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	355	355

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-C	0.02	6.89	0.0	A	7	11
B-A	0.02	12.17	0.0	B	6	8
C-AB	0.04	4.44	0.1	A	29	44
C-A					403	604
A-B					10	15
A-C					546	819

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-C	6	2	584	0.010	6	0.0	0.0	6.230	A
B-A	5	1	372	0.012	4	0.0	0.0	9.798	A
C-AB	21	5	830	0.025	20	0.0	0.0	4.444	A
C-A	334	84			334				
A-B	8	2			8				
A-C	448	112			448				

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-C	7	2	562	0.013	7	0.0	0.0	6.493	A
B-A	5	1	343	0.016	5	0.0	0.0	10.672	B
C-AB	28	7	857	0.032	28	0.0	0.0	4.338	A

C-A	396	99			396				
A-B	10	2			10				
A-C	535	134			535				

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-C	9	2	531	0.017	9	0.0	0.0	6.893	A
B-A	7	2	302	0.022	7	0.0	0.0	12.171	B
C-AB	40	10	897	0.045	40	0.0	0.1	4.199	A
C-A	479	120			479				
A-B	12	3			12				
A-C	655	164			655				

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-C	9	2	531	0.017	9	0.0	0.0	6.894	A
B-A	7	2	302	0.022	7	0.0	0.0	12.170	B
C-AB	40	10	897	0.045	40	0.1	0.1	4.200	A
C-A	479	120			479				
A-B	12	3			12				
A-C	655	164			655				

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-C	7	2	561	0.013	7	0.0	0.0	6.497	A
B-A	5	1	343	0.016	5	0.0	0.0	10.672	B
C-AB	28	7	857	0.032	28	0.1	0.0	4.339	A
C-A	396	99			396				
A-B	10	2			10				
A-C	535	134			535				

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-C	6	2	584	0.010	6	0.0	0.0	6.235	A
B-A	5	1	372	0.012	5	0.0	0.0	9.801	A
C-AB	21	5	831	0.025	21	0.0	0.0	4.445	A
C-A	334	84			334				
A-B	8	2			8				
A-C	448	112			448				

2030, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	104	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	453	100.000
B - Proposed Site Access		ONE HOUR	✓	21	100.000
C - Spring Lane (E)		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	9	444
	B - Proposed Site Access	8	0	13
	C - Spring Lane (E)	549	14	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.38	0.00	0.62
	C - Spring Lane (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	341	341
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	424	424
15:00-15:15	A - Spring Lane (W)	407	407
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	506	506
15:15-15:30	A - Spring Lane (W)	499	499
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	620	620
15:30-15:45	A - Spring Lane (W)	499	499
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	620	620
15:45-16:00	A - Spring Lane (W)	407	407
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	506	506
16:00-16:15	A - Spring Lane (W)	341	341
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	424	424

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-C	0.02	6.39	0.0	A	12	18
B-A	0.03	11.50	0.0	B	7	11
C-AB	0.04	4.09	0.1	A	28	43
C-A					488	732
A-B					8	12
A-C					407	611

Main Results for each time segment

14:45 - 15:00

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-C	10	2	618	0.016	10	0.0	0.0	5.918	A
B-A	6	2	383	0.016	6	0.0	0.0	9.540	A
C-AB	19	5	900	0.022	19	0.0	0.0	4.087	A
C-A	404	101			404				
A-B	7	2			7				
A-C	334	84			334				

15:00 - 15:15

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-C	12	3	601	0.019	12	0.0	0.0	6.108	A
B-A	7	2	357	0.020	7	0.0	0.0	10.276	B
C-AB	27	7	940	0.028	27	0.0	0.0	3.940	A

C-A	480	120			480				
A-B	8	2			8				
A-C	399	100			399				

15:15 - 15:30

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-C	14	4	577	0.025	14	0.0	0.0	6.392	A
B-A	9	2	322	0.027	9	0.0	0.0	11.501	B
C-AB	39	10	998	0.039	39	0.0	0.1	3.755	A
C-A	581	145			581				
A-B	10	2			10				
A-C	489	122			489				

15:30 - 15:45

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-C	14	4	577	0.025	14	0.0	0.0	6.393	A
B-A	9	2	322	0.027	9	0.0	0.0	11.500	B
C-AB	39	10	998	0.039	39	0.1	0.1	3.758	A
C-A	581	145			581				
A-B	10	2			10				
A-C	489	122			489				

15:45 - 16:00

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-C	12	3	601	0.019	12	0.0	0.0	6.110	A
B-A	7	2	358	0.020	7	0.0	0.0	10.278	B
C-AB	27	7	940	0.028	27	0.1	0.0	3.941	A
C-A	480	120			480				
A-B	8	2			8				
A-C	399	100			399				

16:00 - 16:15

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-C	10	2	618	0.016	10	0.0	0.0	5.923	A
B-A	6	2	383	0.016	6	0.0	0.0	9.541	A
C-AB	20	5	900	0.022	20	0.0	0.0	4.088	A
C-A	404	101			404				
A-B	7	2			7				
A-C	334	84			334				

2025 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Comm	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	595	100.000
B - Proposed Site Access		ONE HOUR	✓	14	100.000
C - Spring Lane (E)		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	11	584
	B - Proposed Site Access	6	0	8
	C - Spring Lane (E)	461	16	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.43	0.00	0.57
	C - Spring Lane (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	448	448
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	359	359
08:00-08:15	A - Spring Lane (W)	535	535
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	429	429
08:15-08:30	A - Spring Lane (W)	655	655
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	525	525
08:30-08:45	A - Spring Lane (W)	655	655
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	525	525
08:45-09:00	A - Spring Lane (W)	535	535
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	429	429
09:00-09:15	A - Spring Lane (W)	448	448
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	359	359

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-C	0.02	6.85	0.0	A	7	11
B-A	0.02	12.10	0.0	B	6	8
C-AB	0.04	4.42	0.1	A	30	44
C-A					408	612
A-B					10	15
A-C					536	804

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-C	6	2	586	0.010	6	0.0	0.0	6.208	A
B-A	5	1	373	0.012	4	0.0	0.0	9.766	A
C-AB	21	5	835	0.025	20	0.0	0.0	4.419	A
C-A	339	85			339				
A-B	8	2			8				
A-C	440	110			440				

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-C	7	2	564	0.013	7	0.0	0.0	6.464	A
B-A	5	1	344	0.016	5	0.0	0.0	10.627	B
C-AB	28	7	863	0.032	28	0.0	0.0	4.310	A

C-A	401	100			401				
A-B	10	2			10				
A-C	525	131			525				

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-C	9	2	534	0.017	9	0.0	0.0	6.854	A
B-A	7	2	304	0.022	7	0.0	0.0	12.100	B
C-AB	40	10	904	0.045	40	0.0	0.1	4.167	A
C-A	485	121			485				
A-B	12	3			12				
A-C	643	161			643				

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-C	9	2	534	0.017	9	0.0	0.0	6.855	A
B-A	7	2	304	0.022	7	0.0	0.0	12.099	B
C-AB	40	10	904	0.045	40	0.1	0.1	4.170	A
C-A	485	121			485				
A-B	12	3			12				
A-C	643	161			643				

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-C	7	2	564	0.013	7	0.0	0.0	6.468	A
B-A	5	1	344	0.016	5	0.0	0.0	10.629	B
C-AB	28	7	863	0.032	28	0.1	0.0	4.313	A
C-A	401	100			401				
A-B	10	2			10				
A-C	525	131			525				

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-C	6	2	586	0.010	6	0.0	0.0	6.211	A
B-A	5	1	373	0.012	5	0.0	0.0	9.767	A
C-AB	21	5	835	0.025	21	0.0	0.0	4.421	A
C-A	338	85			338				
A-B	8	2			8				
A-C	440	110			440				

2025 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	105	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Comm	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	456	100.000
B - Proposed Site Access		ONE HOUR	✓	21	100.000
C - Spring Lane (E)		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	9	447
	B - Proposed Site Access	8	0	13
	C - Spring Lane (E)	541	14	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.38	0.00	0.62
	C - Spring Lane (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	343	343
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	418	418
15:00-15:15	A - Spring Lane (W)	410	410
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	499	499
15:15-15:30	A - Spring Lane (W)	502	502
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	611	611
15:30-15:45	A - Spring Lane (W)	502	502
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	611	611
15:45-16:00	A - Spring Lane (W)	410	410
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	499	499
16:00-16:15	A - Spring Lane (W)	343	343
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	418	418

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-C	0.02	6.40	0.0	A	12	18
B-A	0.03	11.48	0.0	B	7	11
C-AB	0.04	4.11	0.1	A	28	42
C-A					481	722
A-B					8	12
A-C					410	615

Main Results for each time segment

14:45 - 15:00

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-C	10	2	617	0.016	10	0.0	0.0	5.924	A
B-A	6	2	384	0.016	6	0.0	0.0	9.532	A
C-AB	19	5	896	0.022	19	0.0	0.0	4.107	A
C-A	399	100			399				
A-B	7	2			7				
A-C	337	84			337				

15:00 - 15:15

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-C	12	3	600	0.019	12	0.0	0.0	6.115	A
B-A	7	2	358	0.020	7	0.0	0.0	10.264	B
C-AB	26	7	935	0.028	26	0.0	0.0	3.962	A

C-A	473	118			473				
A-B	8	2			8				
A-C	402	100			402				

15:15 - 15:30

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-C	14	4	577	0.025	14	0.0	0.0	6.401	A
B-A	9	2	322	0.027	9	0.0	0.0	11.483	B
C-AB	39	10	991	0.039	39	0.0	0.1	3.779	A
C-A	572	143			572				
A-B	10	2			10				
A-C	492	123			492				

15:30 - 15:45

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-C	14	4	577	0.025	14	0.0	0.0	6.402	A
B-A	9	2	322	0.027	9	0.0	0.0	11.482	B
C-AB	39	10	991	0.039	39	0.1	0.1	3.779	A
C-A	572	143			572				
A-B	10	2			10				
A-C	492	123			492				

15:45 - 16:00

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-C	12	3	600	0.019	12	0.0	0.0	6.120	A
B-A	7	2	358	0.020	7	0.0	0.0	10.266	B
C-AB	26	7	935	0.028	26	0.1	0.0	3.964	A
C-A	473	118			473				
A-B	8	2			8				
A-C	402	100			402				

16:00 - 16:15

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-C	10	2	617	0.016	10	0.0	0.0	5.926	A
B-A	6	2	384	0.016	6	0.0	0.0	9.533	A
C-AB	19	5	896	0.022	19	0.0	0.0	4.109	A
C-A	398	100			398				
A-B	7	2			7				
A-C	337	84			337				

2030 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 + Comm	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	616	100.000
B - Proposed Site Access		ONE HOUR	✓	14	100.000
C - Spring Lane (E)		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	11	605
	B - Proposed Site Access	6	0	8
	C - Spring Lane (E)	477	16	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.43	0.00	0.57
	C - Spring Lane (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	464	464
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	371	371
08:00-08:15	A - Spring Lane (W)	554	554
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	443	443
08:15-08:30	A - Spring Lane (W)	678	678
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	543	543
08:30-08:45	A - Spring Lane (W)	678	678
	B - Proposed Site Access	15	15
	C - Spring Lane (E)	543	543
08:45-09:00	A - Spring Lane (W)	554	554
	B - Proposed Site Access	13	13
	C - Spring Lane (E)	443	443
09:00-09:15	A - Spring Lane (W)	464	464
	B - Proposed Site Access	11	11
	C - Spring Lane (E)	371	371

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-C	0.02	6.93	0.0	A	7	11
B-A	0.02	12.41	0.0	B	6	8
C-AB	0.05	4.40	0.1	A	30	46
C-A					422	633
A-B					10	15
A-C					555	833

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-C	6	2	582	0.010	6	0.0	0.0	6.250	A
B-A	5	1	368	0.012	4	0.0	0.0	9.905	A
C-AB	21	5	840	0.025	21	0.0	0.0	4.395	A
C-A	350	88			350				
A-B	8	2			8				
A-C	455	114			455				

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-C	7	2	559	0.013	7	0.0	0.0	6.519	A
B-A	5	1	338	0.016	5	0.0	0.0	10.823	B
C-AB	28	7	869	0.033	28	0.0	0.0	4.282	A

C-A	415	104			415				
A-B	10	2			10				
A-C	544	136			544				

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-C	9	2	528	0.017	9	0.0	0.0	6.930	A
B-A	7	2	297	0.022	7	0.0	0.0	12.413	B
C-AB	42	10	912	0.046	42	0.0	0.1	4.135	A
C-A	501	125			501				
A-B	12	3			12				
A-C	666	167			666				

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-C	9	2	528	0.017	9	0.0	0.0	6.931	A
B-A	7	2	297	0.022	7	0.0	0.0	12.412	B
C-AB	42	10	912	0.046	42	0.1	0.1	4.136	A
C-A	501	125			501				
A-B	12	3			12				
A-C	666	167			666				

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-C	7	2	559	0.013	7	0.0	0.0	6.523	A
B-A	5	1	338	0.016	5	0.0	0.0	10.825	B
C-AB	29	7	869	0.033	29	0.1	0.0	4.283	A
C-A	415	104			415				
A-B	10	2			10				
A-C	544	136			544				

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-C	6	2	582	0.010	6	0.0	0.0	6.253	A
B-A	5	1	368	0.012	5	0.0	0.0	9.905	A
C-AB	21	5	840	0.025	21	0.0	0.0	4.396	A
C-A	350	88			350				
A-B	8	2			8				
A-C	455	114			455				

2030 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 + Comm	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	474	100.000
B - Proposed Site Access		ONE HOUR	✓	21	100.000
C - Spring Lane (E)		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	11	463
	B - Proposed Site Access	8	0	13
	C - Spring Lane (E)	560	14	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.38	0.00	0.62
	C - Spring Lane (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0
	B - Proposed Site Access	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000

	C - Spring Lane (E)	0	0	0
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	C - Spring Lane (E)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	357	357
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	432	432
15:00-15:15	A - Spring Lane (W)	426	426
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	516	516
15:15-15:30	A - Spring Lane (W)	522	522
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	632	632
15:30-15:45	A - Spring Lane (W)	522	522
	B - Proposed Site Access	23	23
	C - Spring Lane (E)	632	632
15:45-16:00	A - Spring Lane (W)	426	426
	B - Proposed Site Access	19	19
	C - Spring Lane (E)	516	516
16:00-16:15	A - Spring Lane (W)	357	357
	B - Proposed Site Access	16	16
	C - Spring Lane (E)	432	432

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-C	0.03	6.46	0.0	A	12	18
B-A	0.03	11.74	0.0	B	7	11
C-AB	0.04	4.08	0.1	A	29	44
C-A					498	747
A-B					10	15
A-C					425	637

Main Results for each time segment

14:45 - 15:00

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-C	10	2	614	0.016	10	0.0	0.0	5.955	A
B-A	6	2	379	0.016	6	0.0	0.0	9.652	A
C-AB	20	5	902	0.022	20	0.0	0.0	4.078	A
C-A	412	103			412				
A-B	8	2			8				
A-C	349	87			349				

15:00 - 15:15

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-C	12	3	596	0.020	12	0.0	0.0	6.155	A
B-A	7	2	352	0.020	7	0.0	0.0	10.431	B
C-AB	27	7	943	0.029	27	0.0	0.0	3.929	A

C-A	489	122			489				
A-B	10	2			10				
A-C	416	104			416				

15:15 - 15:30

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-C	14	4	572	0.025	14	0.0	0.0	6.455	A
B-A	9	2	315	0.028	9	0.0	0.0	11.738	B
C-AB	40	10	1002	0.040	40	0.0	0.1	3.742	A
C-A	592	148			592				
A-B	12	3			12				
A-C	510	127			510				

15:30 - 15:45

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-C	14	4	572	0.025	14	0.0	0.0	6.456	A
B-A	9	2	315	0.028	9	0.0	0.0	11.739	B
C-AB	40	10	1002	0.040	40	0.1	0.1	3.746	A
C-A	592	148			592				
A-B	12	3			12				
A-C	510	127			510				

15:45 - 16:00

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-C	12	3	596	0.020	12	0.0	0.0	6.159	A
B-A	7	2	352	0.020	7	0.0	0.0	10.433	B
C-AB	27	7	943	0.029	27	0.1	0.0	3.930	A
C-A	489	122			489				
A-B	10	2			10				
A-C	416	104			416				

16:00 - 16:15

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-C	10	2	614	0.016	10	0.0	0.0	5.957	A
B-A	6	2	379	0.016	6	0.0	0.0	9.653	A
C-AB	20	5	902	0.022	20	0.0	0.0	4.080	A
C-A	412	103			412				
A-B	8	2			8				
A-C	349	87			349				

2025 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	54	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 + Comm + 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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	623	100.000
B - Proposed Site Access		ONE HOUR	✓	80	100.000
C - Spring Lane (E)		ONE HOUR	✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	39	584
	B - Proposed Site Access	32	0	48
	C - Spring Lane (E)	461	57	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.06	0.94
	B - Proposed Site Access	0.40	0.00	0.60
	C - Spring Lane (E)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000

	B - Proposed Site Access	0	0	0
	C - Spring Lane (E)	0	0	0

	B - Proposed Site Access	1.000	1.000	1.000
	C - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	469	469
	B - Proposed Site Access	60	60
	C - Spring Lane (E)	390	390
08:00-08:15	A - Spring Lane (W)	560	560
	B - Proposed Site Access	72	72
	C - Spring Lane (E)	466	466
08:15-08:30	A - Spring Lane (W)	686	686
	B - Proposed Site Access	88	88
	C - Spring Lane (E)	570	570
08:30-08:45	A - Spring Lane (W)	686	686
	B - Proposed Site Access	88	88
	C - Spring Lane (E)	570	570
08:45-09:00	A - Spring Lane (W)	560	560
	B - Proposed Site Access	72	72
	C - Spring Lane (E)	466	466
09:00-09:15	A - Spring Lane (W)	469	469
	B - Proposed Site Access	60	60
	C - Spring Lane (E)	390	390

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-C	0.10	7.72	0.1	A	44	66
B-A	0.12	14.43	0.1	B	29	44
C-AB	0.16	4.79	0.4	A	106	159
C-A					369	554
A-B					36	54
A-C					536	804

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-C	36	9	579	0.062	36	0.0	0.1	6.622	A
B-A	24	6	359	0.067	24	0.0	0.1	10.733	B
C-AB	74	18	831	0.089	73	0.0	0.2	4.750	A
C-A	316	79			316				
A-B	29	7			29				
A-C	440	110			440				

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-C	43	11	554	0.078	43	0.1	0.1	7.039	A
B-A	29	7	328	0.088	29	0.1	0.1	12.030	B

C-AB	100	25	858	0.116	99	0.2	0.2	4.746	A
C-A	366	92			366				
A-B	35	9			35				
A-C	525	131			525				

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-C	53	13	520	0.102	53	0.1	0.1	7.710	A
B-A	35	9	285	0.124	35	0.1	0.1	14.406	B
C-AB	145	36	899	0.161	144	0.2	0.4	4.779	A
C-A	425	106			425				
A-B	43	11			43				
A-C	643	161			643				

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-C	53	13	519	0.102	53	0.1	0.1	7.716	A
B-A	35	9	285	0.124	35	0.1	0.1	14.429	B
C-AB	145	36	899	0.162	145	0.4	0.4	4.787	A
C-A	425	106			425				
A-B	43	11			43				
A-C	643	161			643				

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-C	43	11	554	0.078	43	0.1	0.1	7.046	A
B-A	29	7	328	0.088	29	0.1	0.1	12.054	B
C-AB	100	25	859	0.116	100	0.4	0.3	4.758	A
C-A	366	91			366				
A-B	35	9			35				
A-C	525	131			525				

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-C	36	9	579	0.062	36	0.1	0.1	6.633	A
B-A	24	6	359	0.067	24	0.1	0.1	10.761	B
C-AB	74	19	831	0.089	74	0.3	0.2	4.762	A
C-A	316	79			316				
A-B	29	7			29				
A-C	440	110			440				

2025 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	456	100.000
B - Proposed Site Access		ONE HOUR	✓	55	100.000
C - Spring Lane (E)		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	9	447
	B - Proposed Site Access	22	0	33
	C - Spring Lane (E)	541	13	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.40	0.00	0.60
	C - Spring Lane (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000

	B - Proposed Site Access	0	0	0
	C - Spring Lane (E)	0	0	0

	B - Proposed Site Access	1.000	1.000	1.000
	C - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	343	343
	B - Proposed Site Access	41	41
	C - Spring Lane (E)	417	417
15:00-15:15	A - Spring Lane (W)	410	410
	B - Proposed Site Access	49	49
	C - Spring Lane (E)	498	498
15:15-15:30	A - Spring Lane (W)	502	502
	B - Proposed Site Access	61	61
	C - Spring Lane (E)	610	610
15:30-15:45	A - Spring Lane (W)	502	502
	B - Proposed Site Access	61	61
	C - Spring Lane (E)	610	610
15:45-16:00	A - Spring Lane (W)	410	410
	B - Proposed Site Access	49	49
	C - Spring Lane (E)	498	498
16:00-16:15	A - Spring Lane (W)	343	343
	B - Proposed Site Access	41	41
	C - Spring Lane (E)	417	417

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-C	0.06	6.78	0.1	A	30	45
B-A	0.07	12.01	0.1	B	20	30
C-AB	0.04	4.10	0.0	A	26	39
C-A					482	723
A-B					8	12
A-C					410	615

Main Results for each time segment

14:45 - 15:00

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-C	25	6	610	0.041	25	0.0	0.0	6.143	A
B-A	17	4	386	0.043	16	0.0	0.0	9.748	A
C-AB	18	4	896	0.020	18	0.0	0.0	4.100	A
C-A	399	100			399				
A-B	7	2			7				
A-C	337	84			337				

15:00 - 15:15

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-C	30	7	592	0.050	30	0.0	0.1	6.397	A
B-A	20	5	360	0.055	20	0.0	0.1	10.586	B

C-AB	24	6	935	0.026	24	0.0	0.0	3.954	A
C-A	474	118			474				
A-B	8	2			8				
A-C	402	100			402				

15:15 - 15:30

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-C	36	9	567	0.064	36	0.1	0.1	6.783	A
B-A	24	6	324	0.075	24	0.1	0.1	12.000	B
C-AB	36	9	991	0.036	36	0.0	0.0	3.768	A
C-A	574	143			574				
A-B	10	2			10				
A-C	492	123			492				

15:30 - 15:45

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-C	36	9	567	0.064	36	0.1	0.1	6.785	A
B-A	24	6	324	0.075	24	0.1	0.1	12.007	B
C-AB	36	9	991	0.036	36	0.0	0.0	3.768	A
C-A	574	143			574				
A-B	10	2			10				
A-C	492	123			492				

15:45 - 16:00

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-C	30	7	592	0.050	30	0.1	0.1	6.403	A
B-A	20	5	360	0.055	20	0.1	0.1	10.594	B
C-AB	24	6	935	0.026	25	0.0	0.0	3.956	A
C-A	474	118			474				
A-B	8	2			8				
A-C	402	100			402				

16:00 - 16:15

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-C	25	6	610	0.041	25	0.1	0.0	6.152	A
B-A	17	4	386	0.043	17	0.1	0.0	9.758	A
C-AB	18	5	896	0.020	18	0.0	0.0	4.102	A
C-A	399	100			399				
A-B	7	2			7				
A-C	337	84			337				

2030 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		1.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 + Comm + 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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (W)		ONE HOUR	✓	644	100.000
B - Proposed Site Access		ONE HOUR	✓	80	100.000
C - Spring Lane (E)		ONE HOUR	✓	534	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	39	605
	B - Proposed Site Access	32	0	48
	C - Spring Lane (E)	477	57	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.06	0.94
	B - Proposed Site Access	0.40	0.00	0.60
	C - Spring Lane (E)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000

	B - Proposed Site Access	0	0	0
	C - Spring Lane (E)	0	0	0

	B - Proposed Site Access	1.000	1.000	1.000
	C - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (W)	485	485
	B - Proposed Site Access	60	60
	C - Spring Lane (E)	402	402
08:00-08:15	A - Spring Lane (W)	579	579
	B - Proposed Site Access	72	72
	C - Spring Lane (E)	480	480
08:15-08:30	A - Spring Lane (W)	709	709
	B - Proposed Site Access	88	88
	C - Spring Lane (E)	588	588
08:30-08:45	A - Spring Lane (W)	709	709
	B - Proposed Site Access	88	88
	C - Spring Lane (E)	588	588
08:45-09:00	A - Spring Lane (W)	579	579
	B - Proposed Site Access	72	72
	C - Spring Lane (E)	480	480
09:00-09:15	A - Spring Lane (W)	485	485
	B - Proposed Site Access	60	60
	C - Spring Lane (E)	402	402

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-C	0.10	7.82	0.1	A	44	66
B-A	0.13	14.88	0.1	B	29	44
C-AB	0.17	4.77	0.4	A	109	164
C-A					381	571
A-B					36	54
A-C					555	833

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-C	36	9	575	0.063	36	0.0	0.1	6.671	A
B-A	24	6	354	0.068	24	0.0	0.1	10.899	B
C-AB	75	19	836	0.090	75	0.0	0.2	4.730	A
C-A	327	82			327				
A-B	29	7			29				
A-C	455	114			455				

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-C	43	11	550	0.079	43	0.1	0.1	7.106	A
B-A	29	7	322	0.089	29	0.1	0.1	12.280	B

C-AB	102	26	864	0.118	102	0.2	0.3	4.725	A
C-A	378	94			378				
A-B	35	9			35				
A-C	544	136			544				

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-C	53	13	513	0.103	53	0.1	0.1	7.812	A
B-A	35	9	277	0.127	35	0.1	0.1	14.861	B
C-AB	150	37	907	0.165	149	0.3	0.4	4.761	A
C-A	438	109			438				
A-B	43	11			43				
A-C	666	167			666				

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-C	53	13	513	0.103	53	0.1	0.1	7.818	A
B-A	35	9	277	0.127	35	0.1	0.1	14.876	B
C-AB	150	38	907	0.166	150	0.4	0.4	4.768	A
C-A	438	109			438				
A-B	43	11			43				
A-C	666	167			666				

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-C	43	11	549	0.079	43	0.1	0.1	7.117	A
B-A	29	7	322	0.089	29	0.1	0.1	12.308	B
C-AB	102	26	865	0.118	103	0.4	0.3	4.737	A
C-A	378	94			378				
A-B	35	9			35				
A-C	544	136			544				

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-C	36	9	575	0.063	36	0.1	0.1	6.683	A
B-A	24	6	354	0.068	24	0.1	0.1	10.926	B
C-AB	76	19	836	0.091	76	0.3	0.2	4.744	A
C-A	326	82			326				
A-B	29	7			29				
A-C	455	114			455				

2030 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Proposed Site Access	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (W)		ONE HOUR	✓	472	100.000
B - Proposed Site Access		ONE HOUR	✓	55	100.000
C - Spring Lane (E)		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	9	463
	B - Proposed Site Access	22	0	33
	C - Spring Lane (E)	560	13	0

Proportions

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0.00	0.02	0.98
	B - Proposed Site Access	0.40	0.00	0.60
	C - Spring Lane (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Spring Lane (W)	B - Proposed Site Access	C - Spring Lane (E)
	A - Spring Lane (W)	1.000	1.000	1.000

	B - Proposed Site Access	0	0	0
	C - Spring Lane (E)	0	0	0

	B - Proposed Site Access	1.000	1.000	1.000
	C - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (W)	355	355
	B - Proposed Site Access	41	41
	C - Spring Lane (E)	431	431
15:00-15:15	A - Spring Lane (W)	424	424
	B - Proposed Site Access	49	49
	C - Spring Lane (E)	515	515
15:15-15:30	A - Spring Lane (W)	520	520
	B - Proposed Site Access	61	61
	C - Spring Lane (E)	631	631
15:30-15:45	A - Spring Lane (W)	520	520
	B - Proposed Site Access	61	61
	C - Spring Lane (E)	631	631
15:45-16:00	A - Spring Lane (W)	424	424
	B - Proposed Site Access	49	49
	C - Spring Lane (E)	515	515
16:00-16:15	A - Spring Lane (W)	355	355
	B - Proposed Site Access	41	41
	C - Spring Lane (E)	431	431

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-C	0.06	6.84	0.1	A	30	45
B-A	0.08	12.28	0.1	B	20	30
C-AB	0.04	4.07	0.1	A	27	40
C-A					499	748
A-B					8	12
A-C					425	637

Main Results for each time segment

14:45 - 15:00

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-C	25	6	607	0.041	25	0.0	0.0	6.175	A
B-A	17	4	381	0.043	16	0.0	0.0	9.871	A
C-AB	18	5	903	0.020	18	0.0	0.0	4.070	A
C-A	413	103			413				
A-B	7	2			7				
A-C	349	87			349				

15:00 - 15:15

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-C	30	7	589	0.050	30	0.0	0.1	6.439	A
B-A	20	5	354	0.056	20	0.0	0.1	10.759	B

C-AB	25	6	943	0.027	25	0.0	0.0	3.920	A
C-A	490	122			490				
A-B	8	2			8				
A-C	416	104			416				

15:15 - 15:30

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-C	36	9	562	0.065	36	0.1	0.1	6.842	A
B-A	24	6	317	0.076	24	0.1	0.1	12.276	B
C-AB	37	9	1002	0.037	37	0.0	0.1	3.730	A
C-A	594	148			594				
A-B	10	2			10				
A-C	510	127			510				

15:30 - 15:45

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-C	36	9	562	0.065	36	0.1	0.1	6.843	A
B-A	24	6	317	0.076	24	0.1	0.1	12.282	B
C-AB	37	9	1002	0.037	37	0.1	0.1	3.733	A
C-A	594	148			594				
A-B	10	2			10				
A-C	510	127			510				

15:45 - 16:00

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-C	30	7	588	0.050	30	0.1	0.1	6.445	A
B-A	20	5	354	0.056	20	0.1	0.1	10.765	B
C-AB	25	6	943	0.027	25	0.1	0.0	3.920	A
C-A	490	122			490				
A-B	8	2			8				
A-C	416	104			416				

16:00 - 16:15

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-C	25	6	607	0.041	25	0.1	0.0	6.182	A
B-A	17	4	381	0.043	17	0.1	0.0	9.879	A
C-AB	18	5	903	0.020	18	0.0	0.0	4.070	A
C-A	413	103			413				
A-B	7	2			7				
A-C	349	87			349				

APPENDIX L: Junction 2 Model Output

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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Filename: Spring Lane_Bury Road.j9

Path: C:\Users\highw\Via Solutions\CompanyShare - Documents\VIA Projects\23000s\23054 - Star Academy, Bury\Modelling\ARCADY

Report generation date: 06/09/2023 13:43:05

»2023, AM
 »2023, PM
 »2025, AM
 »2025, PM
 »2030, AM
 »2030, PM
 »2025 + Comm, AM
 »2025 + Comm, PM
 »2030 + Comm, AM
 »2030 + Comm, PM
 »2025 + Comm + Dev, AM
 »2025 + Comm + Dev, PM
 »2030 + Comm + Dev, AM
 »2030 + Comm + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023											
1 - Spring Lane (W)	D1	4.8	27.85	0.84	D	3 % [1 - Spring Lane (W)]	D2	1.6	11.66	0.61	B	12 % [2 - Bury Road]
2 - Bury Road		4.8	28.21	0.84	D			2.9	19.06	0.75	C	
3 - Spring Lane (E)		0.9	6.95	0.47	A			1.0	7.59	0.51	A	
	2025											
1 - Spring Lane (W)	D3	5.4	30.67	0.86	D	2 % [1 - Spring Lane (W)]	D4	1.6	12.04	0.62	B	11 % [2 - Bury Road]
2 - Bury Road		5.3	31.00	0.86	D			3.2	20.15	0.77	C	
3 - Spring Lane (E)		0.9	7.09	0.48	A			1.1	7.74	0.52	A	
	2030											
1 - Spring Lane (W)	D5	7.1	39.76	0.90	E	-2 % [1 - Spring Lane (W)]	D6	1.8	13.04	0.65	B	7 % [2 - Bury Road]
2 - Bury Road		7.0	39.53	0.89	E			3.8	23.81	0.80	C	
3 - Spring Lane (E)		1.0	7.45	0.50	A			1.2	8.19	0.54	A	
	2025 + Comm											
1 - Spring Lane (W)	D7	5.9	33.47	0.87	D	1 % [1 - Spring Lane (W)]	D8	1.8	12.94	0.65	B	9 % [2 - Bury Road]
2 - Bury Road		5.6	32.76	0.86	D			3.4	21.76	0.78	C	
3 - Spring Lane (E)		1.0	7.44	0.50	A			1.1	7.94	0.53	A	
	2030 + Comm											
1 - Spring Lane (W)	D9	8.0	44.06	0.91	E	-3 % [1 - Spring Lane (W)]	D10	2.0	14.10	0.68	B	5 % [2 - Bury Road]
2 - Bury Road		7.4	42.11	0.90	E			4.2	26.03	0.82	D	
3 - Spring Lane (E)		1.1	7.84	0.53	A			1.2	8.42	0.55	A	
	2025 + Comm + Dev											
1 - Spring Lane (W)	D11	11.7	60.68	0.95	F	-6 %	D12	2.4	15.72	0.71	C	4 %
2 - Bury Road		11.0	59.41	0.95	F			4.2	26.45	0.82	D	

3 - Spring Lane (E)		1.2	8.60	0.56	A	[1 - Spring Lane (W)]		1.2	8.40	0.55	A	[2 - Bury Road]
2030 + Comm + Dev												
1 - Spring Lane (W)	D13	17.6	84.92	0.99	F	-10 % [1 - Spring Lane (W)]	D14	2.7	17.44	0.74	C	1 % [2 - Bury Road]
2 - Bury Road		15.8	80.37	0.98	F			5.3	32.43	0.86	D	
3 - Spring Lane (E)		1.4	9.11	0.58	A			1.3	8.94	0.57	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

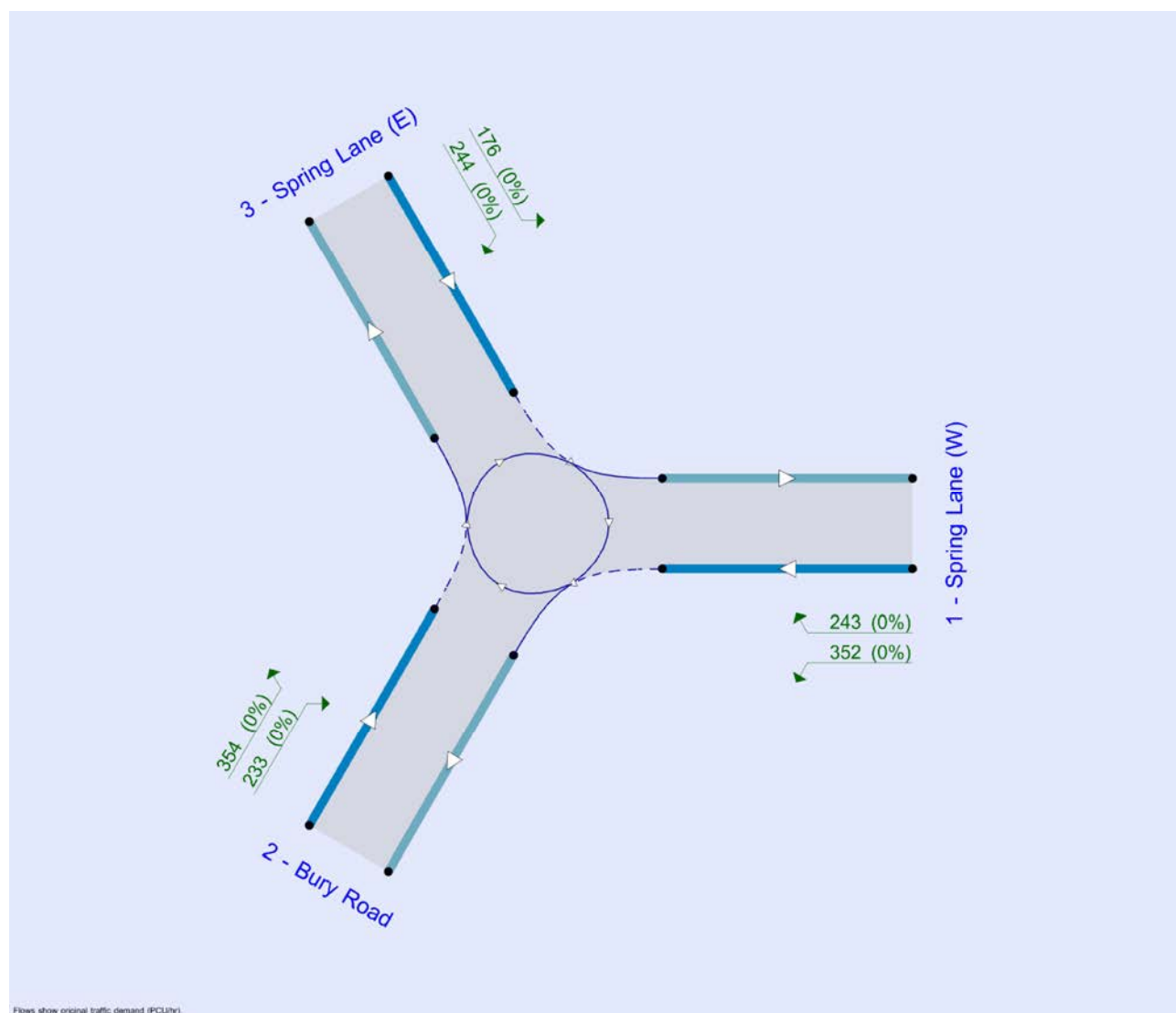
File summary

File Description

Title	
Location	
Site number	
Date	06/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC2-ERIC-OFFICE\highw
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	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)
JUNCTIONS 9	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	14:45	16:15	15	✓
D3	2025	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025	PM	ONE HOUR	14:45	16:15	15	✓
D5	2030	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	PM	ONE HOUR	14:45	16:15	15	✓
D7	2025 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D8	2025 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D9	2030 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D11	2025 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓

D13	2030 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2023, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	22.50	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		3	1 - Spring Lane (W)

Arms

Arms

Arm	Name	Description
1	Spring Lane (W)	
2	Bury Road	
3	Spring Lane (E)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Spring Lane (W)	3.40	3.40	3.40	0.0	12.00	6.13	0.0	
2 - Bury Road	3.80	3.80	5.33	4.3	9.19	3.31	0.0	
3 - Spring Lane (E)	4.20	4.20	4.20	0.0	17.53	17.96	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Spring Lane (W)	0.606	943
2 - Bury Road	0.648	942
3 - Spring Lane (E)	0.745	1171

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
D1	2023	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)

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Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	595	100.000
2 - Bury Road		ONE HOUR	✓	587	100.000
3 - Spring Lane (E)		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	352	243
	2 - Bury Road	233	0	354
	3 - Spring Lane (E)	176	244	0

Proportions

		To		
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.59	0.41
	2 - Bury Road	0.40	0.00	0.60
	3 - Spring Lane (E)	0.42	0.58	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

		To		
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	448	448
	2 - Bury Road	442	442
	3 - Spring Lane (E)	316	316
08:00-08:15	1 - Spring Lane (W)	535	535
	2 - Bury Road	528	528
	3 - Spring Lane (E)	378	378
08:15-08:30	1 - Spring Lane (W)	655	655
	2 - Bury Road	646	646
	3 - Spring Lane (E)	462	462
08:30-08:45	1 - Spring Lane (W)	655	655
	2 - Bury Road	646	646
	3 - Spring Lane (E)	462	462
08:45-09:00	1 - Spring Lane (W)	535	535
	2 - Bury Road	528	528
	3 - Spring Lane (E)	378	378
09:00-09:15	1 - Spring Lane (W)	448	448
	2 - Bury Road	442	442
	3 - Spring Lane (E)	316	316

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 - Spring Lane (W)	0.84	27.85	4.8	D	546	819
2 - Bury Road	0.84	28.21	4.8	D	539	808
3 - Spring Lane (E)	0.47	6.95	0.9	A	385	578

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	448	112	183	832	0.538	443	305	0.0	1.1	9.160	A
2 - Bury Road	442	110	181	825	0.536	437	445	0.0	1.1	9.190	A
3 - Spring Lane (E)	316	79	174	1041	0.304	314	445	0.0	0.4	4.940	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	535	134	219	810	0.660	532	366	1.1	1.9	12.813	B
2 - Bury Road	528	132	217	801	0.659	525	534	1.1	1.9	12.872	B
3 - Spring Lane (E)	378	94	208	1015	0.372	377	534	0.4	0.6	5.631	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	655	164	268	780	0.839	645	446	1.9	4.5	24.780	C
2 - Bury Road	646	162	263	772	0.838	636	649	1.9	4.4	24.826	C
3 - Spring Lane (E)	462	116	252	983	0.471	461	647	0.6	0.9	6.890	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	655	164	269	780	0.840	654	450	4.5	4.8	27.848	D
2 - Bury Road	646	162	267	769	0.840	645	655	4.4	4.8	28.206	D
3 - Spring Lane (E)	462	116	256	980	0.472	462	656	0.9	0.9	6.954	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	535	134	220	809	0.661	546	373	4.8	2.0	14.197	B
2 - Bury Road	528	132	223	798	0.662	539	543	4.8	2.0	14.444	B
3 - Spring Lane (E)	378	94	214	1011	0.373	379	548	0.9	0.6	5.699	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	448	112	184	831	0.539	451	310	2.0	1.2	9.557	A
2 - Bury Road	442	110	184	823	0.537	445	451	2.0	1.2	9.624	A
3 - Spring Lane (E)	316	79	177	1039	0.304	317	453	0.6	0.4	4.991	A

2023, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	13.11	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		12	2 - Bury Road

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	2023	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	443	100.000
2 - Bury Road		ONE HOUR	✓	523	100.000
3 - Spring Lane (E)		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	192	251
	2 - Bury Road	248	0	275
	3 - Spring Lane (E)	228	220	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.43	0.57
	2 - Bury Road	0.47	0.00	0.53
	3 - Spring Lane (E)	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	334	334
	2 - Bury Road	394	394
	3 - Spring Lane (E)	337	337
15:00-15:15	1 - Spring Lane (W)	398	398
	2 - Bury Road	470	470
	3 - Spring Lane (E)	403	403
15:15-15:30	1 - Spring Lane (W)	488	488
	2 - Bury Road	576	576
	3 - Spring Lane (E)	493	493
15:30-15:45	1 - Spring Lane (W)	488	488
	2 - Bury Road	576	576
	3 - Spring Lane (E)	493	493
15:45-16:00	1 - Spring Lane (W)	398	398
	2 - Bury Road	470	470
	3 - Spring Lane (E)	403	403
16:00-16:15	1 - Spring Lane (W)	334	334
	2 - Bury Road	394	394
	3 - Spring Lane (E)	337	337

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 - Spring Lane (W)	0.61	11.66	1.6	B	407	610
2 - Bury Road	0.75	19.06	2.9	C	480	720
3 - Spring Lane (E)	0.51	7.59	1.0	A	411	617

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	334	83	165	843	0.396	331	356	0.0	0.6	6.997	A
2 - Bury Road	394	98	188	821	0.480	390	308	0.0	0.9	8.294	A
3 - Spring Lane (E)	337	84	185	1033	0.327	335	393	0.0	0.5	5.148	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	398	100	197	823	0.484	397	427	0.6	0.9	8.430	A
2 - Bury Road	470	118	225	796	0.590	468	370	0.9	1.4	10.902	B
3 - Spring Lane (E)	403	101	222	1005	0.401	402	471	0.5	0.7	5.960	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	488	122	242	796	0.612	485	521	0.9	1.5	11.481	B
2 - Bury Road	576	144	275	764	0.754	570	452	1.4	2.8	18.038	C

3 - Spring Lane (E)	493	123	270	969	0.509	492	575	0.7	1.0	7.517	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	488	122	242	796	0.613	488	524	1.5	1.6	11.665	B
2 - Bury Road	576	144	276	763	0.755	575	454	2.8	2.9	19.055	C
3 - Spring Lane (E)	493	123	273	967	0.510	493	579	1.0	1.0	7.591	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	398	100	198	822	0.484	401	431	1.6	1.0	8.584	A
2 - Bury Road	470	118	227	795	0.591	476	372	2.9	1.5	11.479	B
3 - Spring Lane (E)	403	101	226	1003	0.402	404	477	1.0	0.7	6.029	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	334	83	166	842	0.396	335	360	1.0	0.7	7.112	A
2 - Bury Road	394	98	190	819	0.481	396	311	1.5	0.9	8.547	A
3 - Spring Lane (E)	337	84	188	1031	0.327	338	398	0.7	0.5	5.203	A

2025, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	24.62	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		2	1 - Spring Lane (W)

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	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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	605	100.000
2 - Bury Road		ONE HOUR	✓	596	100.000
3 - Spring Lane (E)		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	358	247
	2 - Bury Road	237	0	359
	3 - Spring Lane (E)	179	247	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.59	0.41
	2 - Bury Road	0.40	0.00	0.60
	3 - Spring Lane (E)	0.42	0.58	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	455	455
	2 - Bury Road	449	449
	3 - Spring Lane (E)	321	321
08:00-08:15	1 - Spring Lane (W)	544	544
	2 - Bury Road	536	536
	3 - Spring Lane (E)	383	383
08:15-08:30	1 - Spring Lane (W)	666	666
	2 - Bury Road	656	656
	3 - Spring Lane (E)	469	469
08:30-08:45	1 - Spring Lane (W)	666	666
	2 - Bury Road	656	656
	3 - Spring Lane (E)	469	469
08:45-09:00	1 - Spring Lane (W)	544	544
	2 - Bury Road	536	536
	3 - Spring Lane (E)	383	383
09:00-09:15	1 - Spring Lane (W)	455	455
	2 - Bury Road	449	449
	3 - Spring Lane (E)	321	321

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 - Spring Lane (W)	0.86	30.67	5.4	D	555	833
2 - Bury Road	0.86	31.00	5.3	D	547	820
3 - Spring Lane (E)	0.48	7.09	0.9	A	391	586

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	455	114	185	831	0.548	451	311	0.0	1.2	9.364	A
2 - Bury Road	449	112	184	823	0.545	444	452	0.0	1.2	9.390	A
3 - Spring Lane (E)	321	80	177	1039	0.309	319	451	0.0	0.4	4.986	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	544	136	222	808	0.673	541	372	1.2	2.0	13.289	B
2 - Bury Road	536	134	221	799	0.670	533	542	1.2	2.0	13.350	B
3 - Spring Lane (E)	383	96	212	1013	0.378	382	542	0.4	0.6	5.703	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	666	167	271	778	0.856	654	453	2.0	4.9	26.722	D
2 - Bury Road	656	164	267	769	0.853	645	658	2.0	4.9	26.688	D

3 - Spring Lane (E)	469	117	256	980	0.479	468	655	0.6	0.9	7.015	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	666	167	272	778	0.856	664	457	4.9	5.4	30.671	D
2 - Bury Road	656	164	271	766	0.856	654	665	4.9	5.3	30.998	D
3 - Spring Lane (E)	469	117	260	977	0.480	469	665	0.9	0.9	7.088	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	544	136	223	808	0.673	557	380	5.4	2.2	15.001	C
2 - Bury Road	536	134	227	795	0.674	548	552	5.3	2.2	15.285	C
3 - Spring Lane (E)	383	96	218	1008	0.380	384	558	0.9	0.6	5.781	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	455	114	186	830	0.549	459	315	2.2	1.2	9.805	A
2 - Bury Road	449	112	187	821	0.547	452	458	2.2	1.2	9.872	A
3 - Spring Lane (E)	321	80	180	1037	0.309	321	460	0.6	0.5	5.039	A

2025, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	13.68	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		11	2 - Bury Road

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	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	450	100.000
2 - Bury Road		ONE HOUR	✓	530	100.000
3 - Spring Lane (E)		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	195	255
	2 - Bury Road	251	0	279
	3 - Spring Lane (E)	231	223	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.43	0.57
	2 - Bury Road	0.47	0.00	0.53
	3 - Spring Lane (E)	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	339	339
	2 - Bury Road	399	399
	3 - Spring Lane (E)	342	342
15:00-15:15	1 - Spring Lane (W)	405	405
	2 - Bury Road	476	476
	3 - Spring Lane (E)	408	408
15:15-15:30	1 - Spring Lane (W)	495	495
	2 - Bury Road	584	584
	3 - Spring Lane (E)	500	500
15:30-15:45	1 - Spring Lane (W)	495	495
	2 - Bury Road	584	584
	3 - Spring Lane (E)	500	500
15:45-16:00	1 - Spring Lane (W)	405	405
	2 - Bury Road	476	476
	3 - Spring Lane (E)	408	408
16:00-16:15	1 - Spring Lane (W)	339	339
	2 - Bury Road	399	399
	3 - Spring Lane (E)	342	342

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 - Spring Lane (W)	0.62	12.04	1.6	B	413	619
2 - Bury Road	0.77	20.15	3.2	C	486	730
3 - Spring Lane (E)	0.52	7.74	1.1	A	417	625

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	339	85	167	842	0.403	336	360	0.0	0.7	7.086	A
2 - Bury Road	399	100	190	819	0.487	395	313	0.0	0.9	8.437	A
3 - Spring Lane (E)	342	85	187	1031	0.331	340	399	0.0	0.5	5.192	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	405	101	200	821	0.492	403	432	0.7	1.0	8.587	A
2 - Bury Road	476	119	229	794	0.600	474	375	0.9	1.5	11.186	B
3 - Spring Lane (E)	408	102	225	1003	0.407	407	478	0.5	0.7	6.033	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	495	124	245	794	0.624	493	527	1.0	1.6	11.834	B
2 - Bury Road	584	146	279	761	0.767	577	458	1.5	3.0	18.942	C

3 - Spring Lane (E)	500	125	273	967	0.517	498	583	0.7	1.1	7.658	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	495	124	246	794	0.624	495	530	1.6	1.6	12.042	B
2 - Bury Road	584	146	281	760	0.768	583	460	3.0	3.2	20.153	C
3 - Spring Lane (E)	500	125	276	965	0.518	500	588	1.1	1.1	7.738	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	405	101	201	821	0.493	407	437	1.6	1.0	8.756	A
2 - Bury Road	476	119	231	793	0.601	483	378	3.2	1.6	11.849	B
3 - Spring Lane (E)	408	102	229	1000	0.408	410	485	1.1	0.7	6.111	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	339	85	168	841	0.403	340	364	1.0	0.7	7.206	A
2 - Bury Road	399	100	193	817	0.488	401	316	1.6	1.0	8.703	A
3 - Spring Lane (E)	342	85	190	1029	0.332	343	404	0.7	0.5	5.249	A

2030, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	31.19	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-2	1 - Spring Lane (W)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	627	100.000
2 - Bury Road		ONE HOUR	✓	617	100.000
3 - Spring Lane (E)		ONE HOUR	✓	443	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	371	256
	2 - Bury Road	245	0	372
	3 - Spring Lane (E)	186	257	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.59	0.41
	2 - Bury Road	0.40	0.00	0.60
	3 - Spring Lane (E)	0.42	0.58	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	472	472
	2 - Bury Road	465	465
	3 - Spring Lane (E)	334	334
08:00-08:15	1 - Spring Lane (W)	564	564
	2 - Bury Road	555	555
	3 - Spring Lane (E)	398	398
08:15-08:30	1 - Spring Lane (W)	690	690
	2 - Bury Road	679	679
	3 - Spring Lane (E)	488	488
08:30-08:45	1 - Spring Lane (W)	690	690
	2 - Bury Road	679	679
	3 - Spring Lane (E)	488	488
08:45-09:00	1 - Spring Lane (W)	564	564
	2 - Bury Road	555	555
	3 - Spring Lane (E)	398	398
09:00-09:15	1 - Spring Lane (W)	472	472
	2 - Bury Road	465	465
	3 - Spring Lane (E)	334	334

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 - Spring Lane (W)	0.90	39.76	7.1	E	575	863
2 - Bury Road	0.89	39.53	7.0	E	566	849
3 - Spring Lane (E)	0.50	7.45	1.0	A	407	610

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	472	118	192	826	0.571	467	322	0.0	1.3	9.884	A
2 - Bury Road	465	116	191	819	0.567	459	469	0.0	1.3	9.887	A
3 - Spring Lane (E)	334	83	182	1035	0.322	332	468	0.0	0.5	5.106	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	564	141	231	803	0.702	560	386	1.3	2.2	14.580	B
2 - Bury Road	555	139	229	794	0.699	551	562	1.3	2.2	14.584	B
3 - Spring Lane (E)	398	100	219	1008	0.395	398	561	0.5	0.6	5.896	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	690	173	282	772	0.894	674	468	2.2	6.3	32.404	D
2 - Bury Road	679	170	275	764	0.889	664	681	2.2	6.1	31.863	D

3 - Spring Lane (E)	488	122	264	974	0.501	486	675	0.6	1.0	7.357	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	690	173	283	771	0.895	687	473	6.3	7.1	39.762	E
2 - Bury Road	679	170	281	760	0.893	676	690	6.1	7.0	39.533	E
3 - Spring Lane (E)	488	122	268	971	0.502	488	688	1.0	1.0	7.452	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	564	141	232	802	0.703	582	395	7.1	2.5	17.567	C
2 - Bury Road	555	139	238	788	0.704	572	576	7.0	2.5	17.903	C
3 - Spring Lane (E)	398	100	227	1001	0.398	400	583	1.0	0.7	5.997	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	472	118	194	825	0.572	477	327	2.5	1.4	10.452	B
2 - Bury Road	465	116	195	816	0.569	469	476	2.5	1.4	10.509	B
3 - Spring Lane (E)	334	83	186	1032	0.323	334	477	0.7	0.5	5.167	A

2030, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	15.49	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		7	2 - Bury Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	466	100.000
2 - Bury Road		ONE HOUR	✓	550	100.000
3 - Spring Lane (E)		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	202	264
	2 - Bury Road	261	0	289
	3 - Spring Lane (E)	239	231	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.43	0.57
	2 - Bury Road	0.47	0.00	0.53
	3 - Spring Lane (E)	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	351	351
	2 - Bury Road	414	414
	3 - Spring Lane (E)	354	354
15:00-15:15	1 - Spring Lane (W)	419	419
	2 - Bury Road	494	494
	3 - Spring Lane (E)	423	423
15:15-15:30	1 - Spring Lane (W)	513	513
	2 - Bury Road	606	606
	3 - Spring Lane (E)	517	517
15:30-15:45	1 - Spring Lane (W)	513	513
	2 - Bury Road	606	606
	3 - Spring Lane (E)	517	517
15:45-16:00	1 - Spring Lane (W)	419	419
	2 - Bury Road	494	494
	3 - Spring Lane (E)	423	423
16:00-16:15	1 - Spring Lane (W)	351	351
	2 - Bury Road	414	414
	3 - Spring Lane (E)	354	354

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 - Spring Lane (W)	0.65	13.04	1.8	B	428	641
2 - Bury Road	0.80	23.81	3.8	C	505	757
3 - Spring Lane (E)	0.54	8.19	1.2	A	431	647

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	351	88	173	838	0.419	348	373	0.0	0.7	7.305	A
2 - Bury Road	414	104	197	814	0.508	410	324	0.0	1.0	8.818	A
3 - Spring Lane (E)	354	88	195	1026	0.345	352	413	0.0	0.5	5.326	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	419	105	207	817	0.513	418	448	0.7	1.0	8.981	A
2 - Bury Road	494	124	237	789	0.627	492	388	1.0	1.6	12.026	B
3 - Spring Lane (E)	423	106	233	997	0.424	422	495	0.5	0.7	6.251	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	513	128	254	789	0.650	510	546	1.0	1.8	12.757	B
2 - Bury Road	606	151	289	755	0.802	598	475	1.6	3.6	21.819	C

3 - Spring Lane (E)	517	129	284	959	0.539	516	603	0.7	1.1	8.083	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	513	128	254	789	0.651	513	550	1.8	1.8	13.041	B
2 - Bury Road	606	151	291	754	0.803	605	477	3.6	3.8	23.807	C
3 - Spring Lane (E)	517	129	287	957	0.541	517	608	1.1	1.2	8.189	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	419	105	208	816	0.513	422	454	1.8	1.1	9.193	A
2 - Bury Road	494	124	239	787	0.628	503	391	3.8	1.7	12.998	B
3 - Spring Lane (E)	423	106	239	993	0.426	424	503	1.2	0.7	6.349	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	351	88	174	837	0.419	352	378	1.1	0.7	7.444	A
2 - Bury Road	414	104	200	813	0.509	417	327	1.7	1.1	9.152	A
3 - Spring Lane (E)	354	88	198	1023	0.346	355	419	0.7	0.5	5.390	A

2025 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	26.19	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		1	1 - Spring Lane (W)

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	2025 + Comm	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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	615	100.000
2 - Bury Road		ONE HOUR	✓	596	100.000
3 - Spring Lane (E)		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	358	257
	2 - Bury Road	237	0	359
	3 - Spring Lane (E)	201	247	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.58	0.42
	2 - Bury Road	0.40	0.00	0.60
	3 - Spring Lane (E)	0.45	0.55	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	463	463
	2 - Bury Road	449	449
	3 - Spring Lane (E)	337	337
08:00-08:15	1 - Spring Lane (W)	553	553
	2 - Bury Road	536	536
	3 - Spring Lane (E)	403	403
08:15-08:30	1 - Spring Lane (W)	677	677
	2 - Bury Road	656	656
	3 - Spring Lane (E)	493	493
08:30-08:45	1 - Spring Lane (W)	677	677
	2 - Bury Road	656	656
	3 - Spring Lane (E)	493	493
08:45-09:00	1 - Spring Lane (W)	553	553
	2 - Bury Road	536	536
	3 - Spring Lane (E)	403	403
09:00-09:15	1 - Spring Lane (W)	463	463
	2 - Bury Road	449	449
	3 - Spring Lane (E)	337	337

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 - Spring Lane (W)	0.87	33.47	5.9	D	564	847
2 - Bury Road	0.86	32.76	5.6	D	547	820
3 - Spring Lane (E)	0.50	7.44	1.0	A	411	617

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	463	116	185	831	0.557	458	327	0.0	1.2	9.542	A
2 - Bury Road	449	112	191	818	0.548	444	452	0.0	1.2	9.507	A
3 - Spring Lane (E)	337	84	177	1039	0.325	335	459	0.0	0.5	5.102	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	553	138	222	808	0.684	550	392	1.2	2.1	13.723	B
2 - Bury Road	536	134	230	793	0.675	533	542	1.2	2.0	13.632	B
3 - Spring Lane (E)	403	101	212	1013	0.398	402	550	0.5	0.7	5.884	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	677	169	271	778	0.870	664	477	2.1	5.4	28.543	D
2 - Bury Road	656	164	277	762	0.861	644	658	2.0	5.1	27.818	D

3 - Spring Lane (E)	493	123	256	980	0.503	492	665	0.7	1.0	7.355	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	677	169	272	778	0.870	675	481	5.4	5.9	33.466	D
2 - Bury Road	656	164	282	759	0.864	654	665	5.1	5.6	32.765	D
3 - Spring Lane (E)	493	123	260	977	0.505	493	676	1.0	1.0	7.442	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	553	138	223	808	0.684	567	400	5.9	2.3	15.797	C
2 - Bury Road	536	134	237	789	0.680	549	553	5.6	2.2	15.823	C
3 - Spring Lane (E)	403	101	218	1008	0.400	404	568	1.0	0.7	5.974	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	463	116	186	830	0.558	467	332	2.3	1.3	10.026	B
2 - Bury Road	449	112	195	816	0.550	453	458	2.2	1.3	10.016	B
3 - Spring Lane (E)	337	84	180	1037	0.325	338	468	0.7	0.5	5.160	A

2025 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	14.55	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		9	2 - Bury Road

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	2025 + Comm	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	469	100.000
2 - Bury Road		ONE HOUR	✓	530	100.000
3 - Spring Lane (E)		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	195	274
	2 - Bury Road	251	0	279
	3 - Spring Lane (E)	242	223	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.42	0.58
	2 - Bury Road	0.47	0.00	0.53
	3 - Spring Lane (E)	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	353	353
	2 - Bury Road	399	399
	3 - Spring Lane (E)	350	350
15:00-15:15	1 - Spring Lane (W)	422	422
	2 - Bury Road	476	476
	3 - Spring Lane (E)	418	418
15:15-15:30	1 - Spring Lane (W)	516	516
	2 - Bury Road	584	584
	3 - Spring Lane (E)	512	512
15:30-15:45	1 - Spring Lane (W)	516	516
	2 - Bury Road	584	584
	3 - Spring Lane (E)	512	512
15:45-16:00	1 - Spring Lane (W)	422	422
	2 - Bury Road	476	476
	3 - Spring Lane (E)	418	418
16:00-16:15	1 - Spring Lane (W)	353	353
	2 - Bury Road	399	399
	3 - Spring Lane (E)	350	350

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 - Spring Lane (W)	0.65	12.94	1.8	B	430	646
2 - Bury Road	0.78	21.76	3.4	C	486	730
3 - Spring Lane (E)	0.53	7.94	1.1	A	427	640

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	353	88	167	842	0.420	350	368	0.0	0.7	7.285	A
2 - Bury Road	399	100	205	810	0.493	395	313	0.0	1.0	8.612	A
3 - Spring Lane (E)	350	88	187	1031	0.339	348	413	0.0	0.5	5.253	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	422	105	200	821	0.513	420	442	0.7	1.0	8.944	A
2 - Bury Road	476	119	246	783	0.608	474	375	1.0	1.5	11.572	B
3 - Spring Lane (E)	418	105	225	1003	0.417	417	495	0.5	0.7	6.135	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	516	129	245	794	0.650	513	539	1.0	1.8	12.670	B
2 - Bury Road	584	146	300	748	0.780	577	458	1.5	3.2	20.238	C

3 - Spring Lane (E)	512	128	273	967	0.529	510	603	0.7	1.1	7.849	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	516	129	246	794	0.650	516	542	1.8	1.8	12.944	B
2 - Bury Road	584	146	302	747	0.781	583	460	3.2	3.4	21.758	C
3 - Spring Lane (E)	512	128	276	965	0.531	512	608	1.1	1.1	7.943	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	422	105	201	821	0.514	425	447	1.8	1.1	9.155	A
2 - Bury Road	476	119	248	781	0.610	484	378	3.4	1.6	12.360	B
3 - Spring Lane (E)	418	105	229	1000	0.418	420	503	1.1	0.7	6.220	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	353	88	168	841	0.420	354	373	1.1	0.7	7.423	A
2 - Bury Road	399	100	207	808	0.494	401	316	1.6	1.0	8.911	A
3 - Spring Lane (E)	350	88	190	1029	0.340	351	418	0.7	0.5	5.316	A

2030 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	33.56	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-3	1 - Spring Lane (W)

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	2030 + Comm	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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	637	100.000
2 - Bury Road		ONE HOUR	✓	617	100.000
3 - Spring Lane (E)		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	371	266
	2 - Bury Road	245	0	372
	3 - Spring Lane (E)	208	257	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.58	0.42
	2 - Bury Road	0.40	0.00	0.60
	3 - Spring Lane (E)	0.45	0.55	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	480	480
	2 - Bury Road	465	465
	3 - Spring Lane (E)	350	350
08:00-08:15	1 - Spring Lane (W)	573	573
	2 - Bury Road	555	555
	3 - Spring Lane (E)	418	418
08:15-08:30	1 - Spring Lane (W)	701	701
	2 - Bury Road	679	679
	3 - Spring Lane (E)	512	512
08:30-08:45	1 - Spring Lane (W)	701	701
	2 - Bury Road	679	679
	3 - Spring Lane (E)	512	512
08:45-09:00	1 - Spring Lane (W)	573	573
	2 - Bury Road	555	555
	3 - Spring Lane (E)	418	418
09:00-09:15	1 - Spring Lane (W)	480	480
	2 - Bury Road	465	465
	3 - Spring Lane (E)	350	350

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 - Spring Lane (W)	0.91	44.06	8.0	E	585	877
2 - Bury Road	0.90	42.11	7.4	E	566	849
3 - Spring Lane (E)	0.53	7.84	1.1	A	427	640

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	480	120	192	826	0.580	474	338	0.0	1.3	10.082	B
2 - Bury Road	465	116	198	814	0.571	459	469	0.0	1.3	10.015	B
3 - Spring Lane (E)	350	88	182	1035	0.338	348	475	0.0	0.5	5.228	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	573	143	231	803	0.713	569	405	1.3	2.4	15.093	C
2 - Bury Road	555	139	237	788	0.704	551	562	1.3	2.3	14.913	B
3 - Spring Lane (E)	418	105	219	1008	0.415	417	570	0.5	0.7	6.089	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	701	175	282	772	0.909	683	491	2.4	7.0	34.830	D
2 - Bury Road	679	170	285	757	0.897	663	680	2.3	6.4	33.304	D

3 - Spring Lane (E)	512	128	263	975	0.525	510	685	0.7	1.1	7.729	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	701	175	283	771	0.909	697	497	7.0	8.0	44.060	E
2 - Bury Road	679	170	291	754	0.902	675	689	6.4	7.4	42.113	E
3 - Spring Lane (E)	512	128	268	971	0.527	512	698	1.1	1.1	7.841	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	573	143	232	802	0.714	594	416	8.0	2.6	18.837	C
2 - Bury Road	555	139	248	781	0.710	574	578	7.4	2.6	18.751	C
3 - Spring Lane (E)	418	105	228	1001	0.418	420	594	1.1	0.7	6.207	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	480	120	194	825	0.581	484	343	2.6	1.4	10.711	B
2 - Bury Road	465	116	202	811	0.573	469	476	2.6	1.4	10.679	B
3 - Spring Lane (E)	350	88	186	1032	0.339	351	485	0.7	0.5	5.294	A

2030 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	16.62	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		5	2 - Bury Road

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	2030 + Comm	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	485	100.000
2 - Bury Road		ONE HOUR	✓	550	100.000
3 - Spring Lane (E)		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	202	283
	2 - Bury Road	261	0	289
	3 - Spring Lane (E)	250	231	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.42	0.58
	2 - Bury Road	0.47	0.00	0.53
	3 - Spring Lane (E)	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	365	365
	2 - Bury Road	414	414
	3 - Spring Lane (E)	362	362
15:00-15:15	1 - Spring Lane (W)	436	436
	2 - Bury Road	494	494
	3 - Spring Lane (E)	432	432
15:15-15:30	1 - Spring Lane (W)	534	534
	2 - Bury Road	606	606
	3 - Spring Lane (E)	530	530
15:30-15:45	1 - Spring Lane (W)	534	534
	2 - Bury Road	606	606
	3 - Spring Lane (E)	530	530
15:45-16:00	1 - Spring Lane (W)	436	436
	2 - Bury Road	494	494
	3 - Spring Lane (E)	432	432
16:00-16:15	1 - Spring Lane (W)	365	365
	2 - Bury Road	414	414
	3 - Spring Lane (E)	362	362

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 - Spring Lane (W)	0.68	14.10	2.0	B	445	668
2 - Bury Road	0.82	26.03	4.2	D	505	757
3 - Spring Lane (E)	0.55	8.42	1.2	A	441	662

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	365	91	173	838	0.436	362	382	0.0	0.8	7.517	A
2 - Bury Road	414	104	211	805	0.514	410	324	0.0	1.0	9.015	A
3 - Spring Lane (E)	362	91	195	1026	0.353	360	427	0.0	0.5	5.390	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	436	109	207	817	0.534	435	458	0.8	1.1	9.373	A
2 - Bury Road	494	124	254	778	0.636	492	388	1.0	1.7	12.470	B
3 - Spring Lane (E)	432	108	233	997	0.434	432	512	0.5	0.8	6.360	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	534	133	253	789	0.677	530	557	1.1	2.0	13.727	B
2 - Bury Road	606	151	310	742	0.817	597	474	1.7	3.9	23.483	C

3 - Spring Lane (E)	530	132	283	960	0.552	528	623	0.8	1.2	8.298	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	534	133	254	789	0.677	534	562	2.0	2.0	14.099	B
2 - Bury Road	606	151	311	740	0.818	605	477	3.9	4.2	26.027	D
3 - Spring Lane (E)	530	132	287	957	0.553	530	629	1.2	1.2	8.420	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	436	109	209	816	0.534	440	465	2.0	1.2	9.640	A
2 - Bury Road	494	124	256	776	0.637	504	392	4.2	1.8	13.651	B
3 - Spring Lane (E)	432	108	239	993	0.436	434	521	1.2	0.8	6.469	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	365	91	174	837	0.436	367	387	1.2	0.8	7.677	A
2 - Bury Road	414	104	214	804	0.515	417	327	1.8	1.1	9.385	A
3 - Spring Lane (E)	362	91	198	1023	0.354	363	433	0.8	0.6	5.461	A

2025 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	46.37	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-6	1 - Spring Lane (W)

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 + Comm + 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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	672	100.000
2 - Bury Road		ONE HOUR	✓	641	100.000
3 - Spring Lane (E)		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	393	279
	2 - Bury Road	282	0	359
	3 - Spring Lane (E)	229	247	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.58	0.42
	2 - Bury Road	0.44	0.00	0.56
	3 - Spring Lane (E)	0.48	0.52	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	506	506
	2 - Bury Road	483	483
	3 - Spring Lane (E)	358	358
08:00-08:15	1 - Spring Lane (W)	604	604
	2 - Bury Road	576	576
	3 - Spring Lane (E)	428	428
08:15-08:30	1 - Spring Lane (W)	740	740
	2 - Bury Road	706	706
	3 - Spring Lane (E)	524	524
08:30-08:45	1 - Spring Lane (W)	740	740
	2 - Bury Road	706	706
	3 - Spring Lane (E)	524	524
08:45-09:00	1 - Spring Lane (W)	604	604
	2 - Bury Road	576	576
	3 - Spring Lane (E)	428	428
09:00-09:15	1 - Spring Lane (W)	506	506
	2 - Bury Road	483	483
	3 - Spring Lane (E)	358	358

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 - Spring Lane (W)	0.95	60.68	11.7	F	617	925
2 - Bury Road	0.95	59.41	11.0	F	588	882
3 - Spring Lane (E)	0.56	8.60	1.2	A	437	655

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	506	126	185	831	0.609	500	381	0.0	1.5	10.697	B
2 - Bury Road	483	121	208	808	0.598	477	477	0.0	1.4	10.705	B
3 - Spring Lane (E)	358	90	210	1014	0.353	356	475	0.0	0.5	5.452	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	604	151	222	808	0.747	599	457	1.5	2.8	16.789	C
2 - Bury Road	576	144	249	781	0.738	571	572	1.4	2.6	16.794	C
3 - Spring Lane (E)	428	107	251	983	0.435	427	569	0.5	0.8	6.460	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	740	185	271	779	0.950	713	551	2.8	9.5	43.213	E
2 - Bury Road	706	176	296	750	0.941	681	688	2.6	8.7	42.041	E

3 - Spring Lane (E)	524	131	300	947	0.553	522	678	0.8	1.2	8.436	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	740	185	272	778	0.951	731	559	9.5	11.7	60.682	F
2 - Bury Road	706	176	303	746	0.947	697	699	8.7	11.0	59.405	F
3 - Spring Lane (E)	524	131	307	942	0.556	524	694	1.2	1.2	8.602	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	604	151	223	808	0.748	638	474	11.7	3.2	24.688	C
2 - Bury Road	576	144	265	770	0.748	607	596	11.0	3.2	25.351	D
3 - Spring Lane (E)	428	107	267	972	0.440	430	605	1.2	0.8	6.665	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	506	126	186	830	0.610	512	388	3.2	1.6	11.559	B
2 - Bury Road	483	121	213	804	0.600	489	486	3.2	1.5	11.657	B
3 - Spring Lane (E)	358	90	215	1010	0.355	359	487	0.8	0.6	5.537	A

2025 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	17.28	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		4	2 - Bury Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	514	100.000
2 - Bury Road		ONE HOUR	✓	547	100.000
3 - Spring Lane (E)		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	223	291
	2 - Bury Road	268	0	279
	3 - Spring Lane (E)	252	223	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.43	0.57
	2 - Bury Road	0.49	0.00	0.51
	3 - Spring Lane (E)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	387	387
	2 - Bury Road	412	412
	3 - Spring Lane (E)	358	358
15:00-15:15	1 - Spring Lane (W)	462	462
	2 - Bury Road	492	492
	3 - Spring Lane (E)	427	427
15:15-15:30	1 - Spring Lane (W)	566	566
	2 - Bury Road	602	602
	3 - Spring Lane (E)	523	523
15:30-15:45	1 - Spring Lane (W)	566	566
	2 - Bury Road	602	602
	3 - Spring Lane (E)	523	523
15:45-16:00	1 - Spring Lane (W)	462	462
	2 - Bury Road	492	492
	3 - Spring Lane (E)	427	427
16:00-16:15	1 - Spring Lane (W)	387	387
	2 - Bury Road	412	412
	3 - Spring Lane (E)	358	358

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 - Spring Lane (W)	0.71	15.72	2.4	C	472	707
2 - Bury Road	0.82	26.45	4.2	D	502	753
3 - Spring Lane (E)	0.55	8.40	1.2	A	436	654

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	387	97	167	842	0.460	384	388	0.0	0.8	7.805	A
2 - Bury Road	412	103	217	801	0.514	408	333	0.0	1.0	9.051	A
3 - Spring Lane (E)	358	89	200	1022	0.350	355	425	0.0	0.5	5.384	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	462	116	200	821	0.562	460	466	0.8	1.3	9.921	A
2 - Bury Road	492	123	261	773	0.636	489	400	1.0	1.7	12.551	B
3 - Spring Lane (E)	427	107	240	992	0.430	426	510	0.5	0.7	6.352	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	566	141	245	794	0.712	562	567	1.3	2.3	15.171	C
2 - Bury Road	602	151	318	736	0.818	593	488	1.7	3.9	23.784	C

3 - Spring Lane (E)	523	131	291	954	0.548	521	621	0.7	1.2	8.281	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	566	141	245	794	0.713	566	572	2.3	2.4	15.718	C
2 - Bury Road	602	151	320	735	0.820	601	491	3.9	4.2	26.454	D
3 - Spring Lane (E)	523	131	295	951	0.550	523	627	1.2	1.2	8.402	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	462	116	201	821	0.563	466	473	2.4	1.3	10.282	B
2 - Bury Road	492	123	264	771	0.638	501	404	4.2	1.8	13.782	B
3 - Spring Lane (E)	427	107	246	988	0.432	429	520	1.2	0.8	6.459	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	387	97	168	841	0.460	389	393	1.3	0.9	7.997	A
2 - Bury Road	412	103	220	800	0.515	415	337	1.8	1.1	9.427	A
3 - Spring Lane (E)	358	89	203	1019	0.351	359	432	0.8	0.5	5.457	A

2030 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	63.09	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-10	1 - Spring Lane (W)

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	2030 + Comm + 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 (PCU/hr)	Scaling Factor (%)
1 - Spring Lane (W)		ONE HOUR	✓	694	100.000
2 - Bury Road		ONE HOUR	✓	663	100.000
3 - Spring Lane (E)		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	406	288
	2 - Bury Road	291	0	372
	3 - Spring Lane (E)	236	257	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.59	0.41
	2 - Bury Road	0.44	0.00	0.56
	3 - Spring Lane (E)	0.48	0.52	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Spring Lane (W)	522	522
	2 - Bury Road	499	499
	3 - Spring Lane (E)	371	371
08:00-08:15	1 - Spring Lane (W)	624	624
	2 - Bury Road	596	596
	3 - Spring Lane (E)	443	443
08:15-08:30	1 - Spring Lane (W)	764	764
	2 - Bury Road	730	730
	3 - Spring Lane (E)	543	543
08:30-08:45	1 - Spring Lane (W)	764	764
	2 - Bury Road	730	730
	3 - Spring Lane (E)	543	543
08:45-09:00	1 - Spring Lane (W)	624	624
	2 - Bury Road	596	596
	3 - Spring Lane (E)	443	443
09:00-09:15	1 - Spring Lane (W)	522	522
	2 - Bury Road	499	499
	3 - Spring Lane (E)	371	371

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 - Spring Lane (W)	0.99	84.92	17.6	F	637	955
2 - Bury Road	0.98	80.37	15.8	F	608	913
3 - Spring Lane (E)	0.58	9.11	1.4	A	452	679

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	522	131	192	826	0.632	516	393	0.0	1.7	11.370	B
2 - Bury Road	499	125	214	803	0.621	493	494	0.0	1.6	11.372	B
3 - Spring Lane (E)	371	93	216	1010	0.368	369	491	0.0	0.6	5.598	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	624	156	231	803	0.777	618	471	1.7	3.2	18.806	C
2 - Bury Road	596	149	256	776	0.768	590	592	1.6	3.0	18.777	C
3 - Spring Lane (E)	443	111	259	978	0.453	442	587	0.6	0.8	6.710	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	764	191	282	772	0.990	726	564	3.2	12.8	53.928	F
2 - Bury Road	730	182	301	747	0.977	696	706	3.0	11.5	51.394	F

3 - Spring Lane (E)	543	136	306	943	0.576	541	692	0.8	1.3	8.904	A
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08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	764	191	283	771	0.991	745	573	12.8	17.6	84.921	F
2 - Bury Road	730	182	309	742	0.984	713	719	11.5	15.8	80.369	F
3 - Spring Lane (E)	543	136	313	938	0.579	543	709	1.3	1.4	9.109	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	624	156	232	802	0.778	679	495	17.6	3.9	37.467	E
2 - Bury Road	596	149	282	760	0.785	643	629	15.8	4.1	38.363	E
3 - Spring Lane (E)	443	111	282	960	0.461	445	642	1.4	0.9	7.011	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	522	131	194	825	0.633	531	401	3.9	1.8	12.569	B
2 - Bury Road	499	125	220	799	0.624	509	505	4.1	1.7	12.763	B
3 - Spring Lane (E)	371	93	223	1004	0.370	372	506	0.9	0.6	5.704	A

2030 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Spring Lane / Bury Road	Mini-roundabout		1, 2, 3	20.15	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		1	2 - Bury Road

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	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 (%)
1 - Spring Lane (W)		ONE HOUR	✓	530	100.000
2 - Bury Road		ONE HOUR	✓	566	100.000
3 - Spring Lane (E)		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	230	300
	2 - Bury Road	277	0	289
	3 - Spring Lane (E)	261	231	0

Proportions

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0.00	0.43	0.57
	2 - Bury Road	0.49	0.00	0.51
	3 - Spring Lane (E)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	0	0	0
	2 - Bury Road	0	0	0
	3 - Spring Lane (E)	0	0	0

Average PCU Per Veh

	To			
		1 - Spring Lane (W)	2 - Bury Road	3 - Spring Lane (E)
From	1 - Spring Lane (W)	1.000	1.000	1.000
	2 - Bury Road	1.000	1.000	1.000
	3 - Spring Lane (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Spring Lane (W)	399	399
	2 - Bury Road	426	426
	3 - Spring Lane (E)	370	370
15:00-15:15	1 - Spring Lane (W)	476	476
	2 - Bury Road	509	509
	3 - Spring Lane (E)	442	442
15:15-15:30	1 - Spring Lane (W)	584	584
	2 - Bury Road	623	623
	3 - Spring Lane (E)	542	542
15:30-15:45	1 - Spring Lane (W)	584	584
	2 - Bury Road	623	623
	3 - Spring Lane (E)	542	542
15:45-16:00	1 - Spring Lane (W)	476	476
	2 - Bury Road	509	509
	3 - Spring Lane (E)	442	442
16:00-16:15	1 - Spring Lane (W)	399	399
	2 - Bury Road	426	426
	3 - Spring Lane (E)	370	370

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 - Spring Lane (W)	0.74	17.44	2.7	C	486	730
2 - Bury Road	0.86	32.43	5.3	D	519	779
3 - Spring Lane (E)	0.57	8.94	1.3	A	451	677

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	399	100	173	838	0.476	395	402	0.0	0.9	8.072	A
2 - Bury Road	426	107	224	797	0.535	422	344	0.0	1.1	9.479	A
3 - Spring Lane (E)	370	93	206	1017	0.364	368	439	0.0	0.6	5.530	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	476	119	207	817	0.583	475	482	0.9	1.4	10.450	B
2 - Bury Road	509	127	269	768	0.662	506	413	1.1	1.9	13.563	B
3 - Spring Lane (E)	442	111	248	986	0.448	441	527	0.6	0.8	6.596	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	584	146	253	789	0.739	578	586	1.4	2.7	16.668	C
2 - Bury Road	623	156	327	730	0.854	611	504	1.9	4.8	27.889	D

3 - Spring Lane (E)	542	135	299	948	0.572	540	640	0.8	1.3	8.779	A
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15:30 - 15:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	584	146	254	789	0.740	583	591	2.7	2.7	17.439	C
2 - Bury Road	623	156	330	728	0.856	621	507	4.8	5.3	32.435	D
3 - Spring Lane (E)	542	135	304	944	0.574	542	647	1.3	1.3	8.942	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	476	119	209	816	0.584	482	491	2.7	1.4	10.917	B
2 - Bury Road	509	127	273	766	0.665	522	418	5.3	2.1	15.471	C
3 - Spring Lane (E)	442	111	255	980	0.451	444	539	1.3	0.8	6.740	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/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 - Spring Lane (W)	399	100	174	837	0.477	401	407	1.4	0.9	8.295	A
2 - Bury Road	426	107	227	795	0.536	430	348	2.1	1.2	9.947	A
3 - Spring Lane (E)	370	93	210	1014	0.365	371	446	0.8	0.6	5.610	A

APPENDIX M: Junction 3 Model Output

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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Filename: Spring Lane_Rectory Lane.j9

Path: C:\Users\highw\Via Solutions\CompanyShare - Documents\VIA Projects\23000s\23054 - Star Academy, Bury\Modelling\PICADY

Report generation date: 06/09/2023 13:54:55

»2023, AM
 »2023, PM
 »2025, AM
 »2025, PM
 »2030, AM
 »2030, PM
 »2025 + Comm, AM
 »2025 + Comm, PM
 »2030 + Comm, AM
 »2030 + Comm, PM
 »2025 + Comm + Dev, AM
 »2025 + Comm + Dev, PM
 »2030 + Comm + Dev, AM
 »2030 + Comm + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023											
Stream B-C	D1	1.0	13.45	0.50	B	11 % [Stream B-A]	D2	0.9	13.16	0.48	B	14 % [Stream B-A]
Stream B-A		1.1	25.16	0.52	D			1.0	23.36	0.50	C	
Stream C-AB		3.0	14.54	0.69	B			2.0	14.13	0.63	B	
	2025											
Stream B-C	D3	1.0	13.89	0.51	B	9 % [Stream B-A]	D4	1.0	13.53	0.49	B	12 % [Stream B-A]
Stream B-A		1.1	26.15	0.53	D			1.0	24.19	0.51	C	
Stream C-AB		3.2	15.20	0.71	C			2.1	14.61	0.65	B	
	2030											
Stream B-C	D5	1.2	15.14	0.54	C	5 % [Stream B-A]	D6	1.1	14.64	0.52	B	9 % [Stream B-A]
Stream B-A		1.3	29.06	0.57	D			1.1	26.49	0.54	D	
Stream C-AB		3.8	17.35	0.74	C			2.4	15.88	0.67	C	
	2025 + Comm											
Stream B-C	D7	1.4	18.66	0.59	C	-2 % [Stream B-A]	D8	1.5	22.11	0.61	C	-4 % [Stream B-A]
Stream B-A		1.9	38.05	0.67	E			2.5	44.07	0.74	E	
Stream C-AB		3.8	17.42	0.74	C			2.4	15.50	0.67	C	
	2030 + Comm											
Stream B-C	D9	1.7	22.04	0.64	C	-5 % [Stream B-A]	D10	2.0	27.72	0.68	D	-7 % [Stream B-A]
Stream B-A		2.3	45.11	0.72	E			3.1	53.45	0.78	F	
Stream C-AB		4.6	20.46	0.78	C			2.8	17.03	0.70	C	
	2025 + Comm + Dev											
Stream B-C	D11	1.7	22.11	0.64	C	-4 %	D12	1.7	24.54	0.65	C	-6 %
Stream B-A		2.2	44.18	0.71	E			2.8	48.41	0.76	E	

Stream C-AB		4.7	20.83	0.78	C	[Stream B-A]		2.7	16.83	0.70	C	[Stream B-A]
2030 + Comm + Dev												
Stream B-C	D13	2.2	27.74	0.70	D	-7 % [Stream B-A]	D14	2.3	32.12	0.72	D	-9 % [Stream B-A]
Stream B-A		2.8	54.50	0.76	F			3.5	60.08	0.80	F	
Stream C-AB		5.9	25.47	0.82	D			3.2	18.85	0.73	C	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

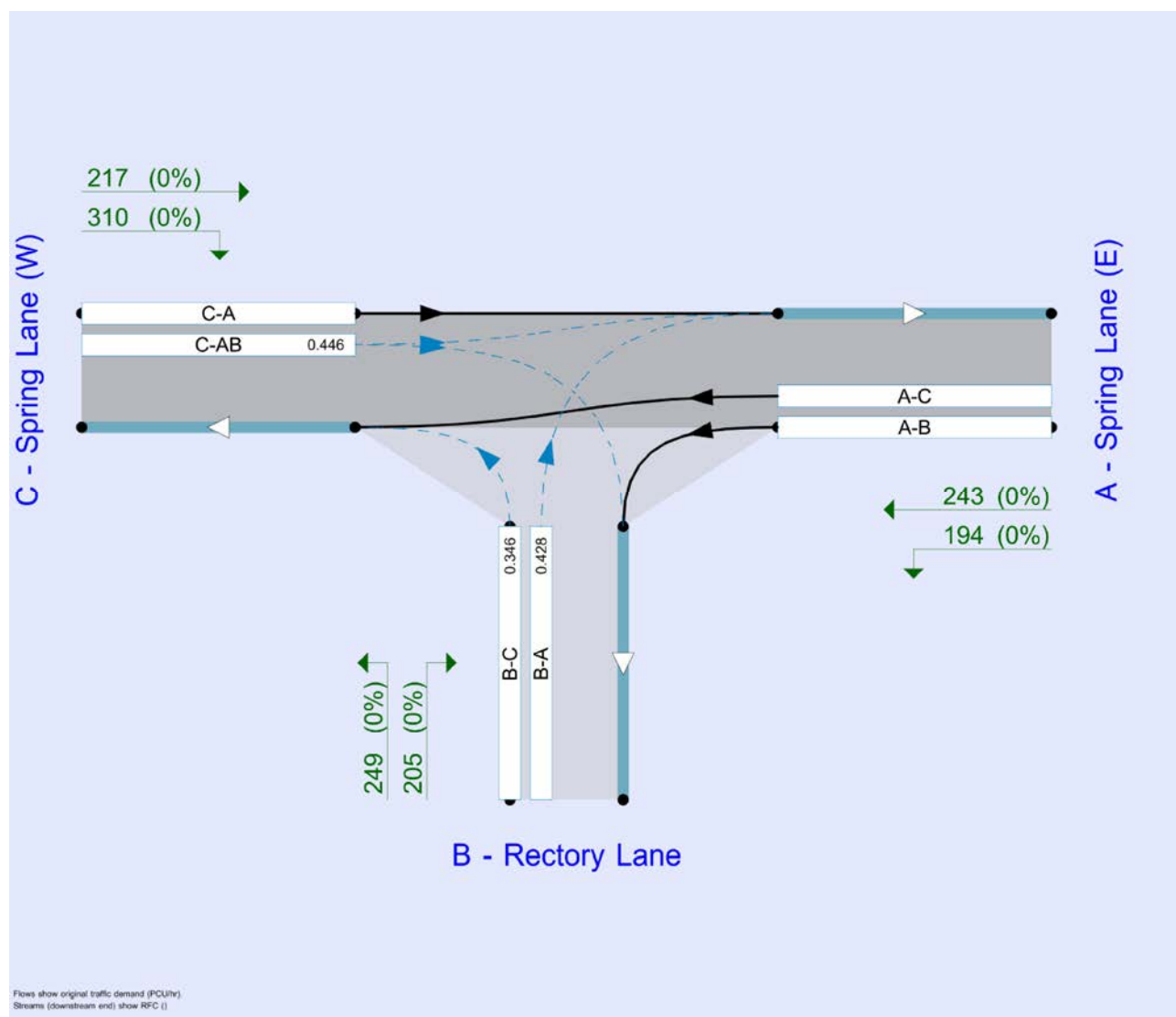
File summary

File Description

Title	
Location	
Site number	
Date	06/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC2-ERIC-OFFICE\highw
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



The junction diagram reflects the last run of Junctions.

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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	14:45	16:15	15	✓
D3	2025	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025	PM	ONE HOUR	14:45	16:15	15	✓
D5	2030	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	PM	ONE HOUR	14:45	16:15	15	✓
D7	2025 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D8	2025 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D9	2030 + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 + Comm	PM	ONE HOUR	14:45	16:15	15	✓
D11	2025 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓
D13	2030 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

D14	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	15	✓
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Analysis Set Details

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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	318	100.000
B - Rectory Lane		ONE HOUR	✓	386	100.000
C - Spring Lane (W)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	178	140
	B - Rectory Lane	141	0	245
	C - Spring Lane (W)	324	286	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.56	0.44
	B - Rectory Lane	0.37	0.00	0.63
	C - Spring Lane (W)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	239	239
	B - Rectory Lane	291	291
	C - Spring Lane (W)	459	459
08:00-08:15	A - Spring Lane (E)	286	286
	B - Rectory Lane	347	347
	C - Spring Lane (W)	548	548
08:15-08:30	A - Spring Lane (E)	350	350
	B - Rectory Lane	425	425
	C - Spring Lane (W)	672	672
08:30-08:45	A - Spring Lane (E)	350	350
	B - Rectory Lane	425	425
	C - Spring Lane (W)	672	672
08:45-09:00	A - Spring Lane (E)	286	286
	B - Rectory Lane	347	347
	C - Spring Lane (W)	548	548
09:00-09:15	A - Spring Lane (E)	239	239
	B - Rectory Lane	291	291
	C - Spring Lane (W)	459	459

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-C	0.50	13.45	1.0	B	225	337
B-A	0.52	25.16	1.1	D	129	194
C-AB	0.69	14.54	3.0	B	432	648
C-A					128	192
A-B					163	245
A-C					128	193

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-C	184	46	602	0.306	183	0.0	0.4	8.556	A
B-A	106	27	359	0.296	105	0.0	0.4	14.060	B
C-AB	317	79	758	0.419	314	0.0	0.9	8.065	A
C-A	142	35			142				
A-B	134	34			134				
A-C	105	26			105				

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-C	220	55	579	0.380	220	0.4	0.6	9.995	A
B-A	127	32	335	0.379	126	0.4	0.6	17.194	C
C-AB	411	103	782	0.526	409	0.9	1.4	9.669	A
C-A	137	34			137				
A-B	160	40			160				
A-C	126	31			126				

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-C	270	67	539	0.500	268	0.6	1.0	13.203	B
B-A	155	39	299	0.519	154	0.6	1.0	24.441	C
C-AB	563	141	816	0.690	558	1.4	2.9	13.924	B
C-A	108	27			108				
A-B	196	49			196				
A-C	154	39			154				

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-C	270	67	537	0.502	270	1.0	1.0	13.448	B
B-A	155	39	298	0.521	155	1.0	1.1	25.162	D
C-AB	566	142	818	0.692	566	2.9	3.0	14.544	B
C-A	106	26			106				
A-B	196	49			196				
A-C	154	39			154				

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-C	220	55	577	0.382	222	1.0	0.6	10.182	B
B-A	127	32	333	0.380	128	1.1	0.6	17.721	C
C-AB	414	104	785	0.528	420	3.0	1.5	10.096	B
C-A	134	34			134				
A-B	160	40			160				

A-C	126	31			126				
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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-C	184	46	600	0.307	185	0.6	0.4	8.696	A
B-A	106	27	358	0.297	107	0.6	0.4	14.386	B
C-AB	319	80	760	0.420	322	1.5	1.0	8.293	A
C-A	140	35			140				
A-B	134	34			134				
A-C	105	26			105				

2023, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		9.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	366	100.000
B - Rectory Lane		ONE HOUR	✓	369	100.000
C - Spring Lane (W)		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	150	216
	B - Rectory Lane	138	0	231
	C - Spring Lane (W)	182	285	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.41	0.59
	B - Rectory Lane	0.37	0.00	0.63
	C - Spring Lane (W)	0.39	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	276	276
	B - Rectory Lane	278	278
	C - Spring Lane (W)	352	352
15:00-15:15	A - Spring Lane (E)	329	329
	B - Rectory Lane	332	332
	C - Spring Lane (W)	420	420
15:15-15:30	A - Spring Lane (E)	403	403
	B - Rectory Lane	406	406
	C - Spring Lane (W)	514	514
15:30-15:45	A - Spring Lane (E)	403	403
	B - Rectory Lane	406	406
	C - Spring Lane (W)	514	514
15:45-16:00	A - Spring Lane (E)	329	329
	B - Rectory Lane	332	332
	C - Spring Lane (W)	420	420
16:00-16:15	A - Spring Lane (E)	276	276
	B - Rectory Lane	278	278
	C - Spring Lane (W)	352	352

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-C	0.48	13.16	0.9	B	212	318
B-A	0.50	23.36	1.0	C	127	190
C-AB	0.63	14.13	2.0	B	350	525
C-A					79	118
A-B					138	206
A-C					198	297

Main Results for each time segment

14:45 - 15:00

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-C	174	43	591	0.294	172	0.0	0.4	8.559	A
B-A	104	26	364	0.285	102	0.0	0.4	13.675	B
C-AB	269	67	679	0.396	266	0.0	0.7	8.659	A
C-A	83	21			83				
A-B	113	28			113				
A-C	163	41			163				

15:00 - 15:15

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-C	208	52	568	0.366	207	0.4	0.6	9.956	A
B-A	124	31	341	0.364	123	0.4	0.6	16.519	C
C-AB	337	84	687	0.490	336	0.7	1.1	10.239	B
C-A	83	21			83				
A-B	135	34			135				

A-C	194	49			194				
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15:15 - 15:30

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-C	254	64	529	0.480	253	0.6	0.9	12.961	B
B-A	152	38	307	0.496	150	0.6	0.9	22.830	C
C-AB	442	110	699	0.632	438	1.1	2.0	13.764	B
C-A	73	18			73				
A-B	165	41			165				
A-C	238	59			238				

15:30 - 15:45

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-C	254	64	528	0.482	254	0.9	0.9	13.155	B
B-A	152	38	306	0.497	152	0.9	1.0	23.361	C
C-AB	443	111	699	0.633	442	2.0	2.0	14.132	B
C-A	72	18			72				
A-B	165	41			165				
A-C	238	59			238				

15:45 - 16:00

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-C	208	52	566	0.367	209	0.9	0.6	10.118	B
B-A	124	31	340	0.365	126	1.0	0.6	16.926	C
C-AB	338	85	689	0.491	342	2.0	1.2	10.525	B
C-A	82	20			82				
A-B	135	34			135				
A-C	194	49			194				

16:00 - 16:15

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-C	174	43	590	0.295	175	0.6	0.4	8.689	A
B-A	104	26	363	0.286	105	0.6	0.4	13.959	B
C-AB	270	67	680	0.397	271	1.2	0.8	8.856	A
C-A	82	20			82				
A-B	113	28			113				
A-C	163	41			163				

2025, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		10.88	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	323	100.000
B - Rectory Lane		ONE HOUR	✓	392	100.000
C - Spring Lane (W)		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	181	142
	B - Rectory Lane	143	0	249
	C - Spring Lane (W)	329	290	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.56	0.44
	B - Rectory Lane	0.36	0.00	0.64
	C - Spring Lane (W)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	243	243
	B - Rectory Lane	295	295
	C - Spring Lane (W)	466	466
08:00-08:15	A - Spring Lane (E)	290	290
	B - Rectory Lane	352	352
	C - Spring Lane (W)	556	556
08:15-08:30	A - Spring Lane (E)	356	356
	B - Rectory Lane	432	432
	C - Spring Lane (W)	682	682
08:30-08:45	A - Spring Lane (E)	356	356
	B - Rectory Lane	432	432
	C - Spring Lane (W)	682	682
08:45-09:00	A - Spring Lane (E)	290	290
	B - Rectory Lane	352	352
	C - Spring Lane (W)	556	556
09:00-09:15	A - Spring Lane (E)	243	243
	B - Rectory Lane	295	295
	C - Spring Lane (W)	466	466

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-C	0.51	13.89	1.0	B	228	343
B-A	0.53	26.15	1.1	D	131	197
C-AB	0.71	15.20	3.2	C	442	663
C-A					126	189
A-B					166	249
A-C					130	195

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-C	187	47	600	0.312	186	0.0	0.4	8.644	A
B-A	108	27	357	0.301	106	0.0	0.4	14.242	B
C-AB	324	81	760	0.426	320	0.0	0.9	8.147	A
C-A	142	36			142				
A-B	136	34			136				
A-C	107	27			107				

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-C	224	56	577	0.388	223	0.4	0.6	10.153	B
B-A	129	32	332	0.387	128	0.4	0.6	17.530	C
C-AB	420	105	785	0.536	418	0.9	1.5	9.842	A
C-A	136	34			136				
A-B	163	41			163				

A-C	128	32			128				
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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-C	274	69	535	0.512	273	0.6	1.0	13.607	B
B-A	157	39	296	0.532	156	0.6	1.1	25.320	D
C-AB	577	144	819	0.704	570	1.5	3.0	14.476	B
C-A	105	26			105				
A-B	199	50			199				
A-C	156	39			156				

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-C	274	69	533	0.514	274	1.0	1.0	13.891	B
B-A	157	39	295	0.535	157	1.1	1.1	26.154	D
C-AB	580	145	821	0.706	579	3.0	3.2	15.205	C
C-A	102	25			102				
A-B	199	50			199				
A-C	156	39			156				

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-C	224	56	574	0.390	225	1.0	0.6	10.360	B
B-A	129	32	331	0.389	130	1.1	0.7	18.117	C
C-AB	424	106	788	0.538	430	3.2	1.6	10.322	B
C-A	133	33			133				
A-B	163	41			163				
A-C	128	32			128				

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-C	187	47	598	0.313	188	0.6	0.5	8.792	A
B-A	108	27	356	0.302	109	0.7	0.4	14.591	B
C-AB	326	81	762	0.428	328	1.6	1.0	8.388	A
C-A	140	35			140				
A-B	136	34			136				
A-C	107	27			107				

2025, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		10.01	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	373	100.000
B - Rectory Lane		ONE HOUR	✓	374	100.000
C - Spring Lane (W)		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	153	220
	B - Rectory Lane	140	0	234
	C - Spring Lane (W)	185	289	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.41	0.59
	B - Rectory Lane	0.37	0.00	0.63
	C - Spring Lane (W)	0.39	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	281	281
	B - Rectory Lane	282	282
	C - Spring Lane (W)	357	357
15:00-15:15	A - Spring Lane (E)	335	335
	B - Rectory Lane	336	336
	C - Spring Lane (W)	426	426
15:15-15:30	A - Spring Lane (E)	411	411
	B - Rectory Lane	412	412
	C - Spring Lane (W)	522	522
15:30-15:45	A - Spring Lane (E)	411	411
	B - Rectory Lane	412	412
	C - Spring Lane (W)	522	522
15:45-16:00	A - Spring Lane (E)	335	335
	B - Rectory Lane	336	336
	C - Spring Lane (W)	426	426
16:00-16:15	A - Spring Lane (E)	281	281
	B - Rectory Lane	282	282
	C - Spring Lane (W)	357	357

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-C	0.49	13.53	1.0	B	215	322
B-A	0.51	24.19	1.0	C	128	193
C-AB	0.65	14.61	2.1	B	357	535
C-A					78	118
A-B					140	211
A-C					202	303

Main Results for each time segment

14:45 - 15:00

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-C	176	44	589	0.299	174	0.0	0.4	8.642	A
B-A	105	26	362	0.291	104	0.0	0.4	13.847	B
C-AB	274	68	680	0.402	271	0.0	0.8	8.749	A
C-A	83	21			83				
A-B	115	29			115				
A-C	166	41			166				

15:00 - 15:15

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-C	210	53	565	0.372	210	0.4	0.6	10.099	B
B-A	126	31	338	0.372	125	0.4	0.6	16.828	C
C-AB	344	86	688	0.499	342	0.8	1.2	10.401	B
C-A	83	21			83				
A-B	138	34			138				

A-C	198	49			198				
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15:15 - 15:30

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-C	258	64	525	0.490	256	0.6	0.9	13.306	B
B-A	154	39	303	0.508	153	0.6	1.0	23.588	C
C-AB	451	113	699	0.644	447	1.2	2.1	14.201	B
C-A	71	18			71				
A-B	168	42			168				
A-C	242	61			242				

15:30 - 15:45

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-C	258	64	523	0.492	258	0.9	1.0	13.531	B
B-A	154	39	303	0.509	154	1.0	1.0	24.186	C
C-AB	452	113	700	0.645	452	2.1	2.1	14.607	B
C-A	70	18			70				
A-B	168	42			168				
A-C	242	61			242				

15:45 - 16:00

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-C	210	53	563	0.373	212	1.0	0.6	10.275	B
B-A	126	31	337	0.373	127	1.0	0.6	17.276	C
C-AB	345	86	689	0.500	348	2.1	1.2	10.725	B
C-A	81	20			81				
A-B	138	34			138				
A-C	198	49			198				

16:00 - 16:15

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-C	176	44	588	0.300	177	0.6	0.4	8.779	A
B-A	105	26	361	0.292	106	0.6	0.4	14.144	B
C-AB	275	69	681	0.403	276	1.2	0.8	8.959	A
C-A	82	21			82				
A-B	115	29			115				
A-C	166	41			166				

2030, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		12.34	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	334	100.000
B - Rectory Lane		ONE HOUR	✓	406	100.000
C - Spring Lane (W)		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	187	147
	B - Rectory Lane	148	0	258
	C - Spring Lane (W)	341	301	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.56	0.44
	B - Rectory Lane	0.36	0.00	0.64
	C - Spring Lane (W)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	251	251
	B - Rectory Lane	306	306
	C - Spring Lane (W)	483	483
08:00-08:15	A - Spring Lane (E)	300	300
	B - Rectory Lane	365	365
	C - Spring Lane (W)	577	577
08:15-08:30	A - Spring Lane (E)	368	368
	B - Rectory Lane	447	447
	C - Spring Lane (W)	707	707
08:30-08:45	A - Spring Lane (E)	368	368
	B - Rectory Lane	447	447
	C - Spring Lane (W)	707	707
08:45-09:00	A - Spring Lane (E)	300	300
	B - Rectory Lane	365	365
	C - Spring Lane (W)	577	577
09:00-09:15	A - Spring Lane (E)	251	251
	B - Rectory Lane	306	306
	C - Spring Lane (W)	483	483

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-C	0.54	15.14	1.2	C	237	355
B-A	0.57	29.06	1.3	D	136	204
C-AB	0.74	17.35	3.8	C	468	702
C-A					121	182
A-B					172	257
A-C					135	202

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-C	194	49	597	0.326	192	0.0	0.5	8.861	A
B-A	111	28	353	0.316	110	0.0	0.5	14.711	B
C-AB	341	85	765	0.446	337	0.0	1.0	8.380	A
C-A	142	36			142				
A-B	141	35			141				
A-C	111	28			111				

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-C	232	58	572	0.406	231	0.5	0.7	10.559	B
B-A	133	33	327	0.407	132	0.5	0.7	18.428	C
C-AB	444	111	790	0.562	442	1.0	1.7	10.349	B
C-A	133	33			133				
A-B	168	42			168				

A-C	132	33			132				
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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-C	284	71	525	0.541	282	0.7	1.1	14.721	B
B-A	163	41	288	0.566	161	0.7	1.2	27.831	D
C-AB	612	153	826	0.741	605	1.7	3.6	16.201	C
C-A	94	24			94				
A-B	206	51			206				
A-C	162	40			162				

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-C	284	71	521	0.545	284	1.1	1.2	15.142	C
B-A	163	41	286	0.570	163	1.2	1.3	29.063	D
C-AB	616	154	829	0.744	616	3.6	3.8	17.348	C
C-A	90	23			90				
A-B	206	51			206				
A-C	162	40			162				

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-C	232	58	568	0.408	234	1.2	0.7	10.818	B
B-A	133	33	325	0.410	135	1.3	0.7	19.215	C
C-AB	448	112	794	0.565	457	3.8	1.8	11.025	B
C-A	129	32			129				
A-B	168	42			168				
A-C	132	33			132				

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-C	194	49	594	0.327	195	0.7	0.5	9.031	A
B-A	111	28	351	0.317	112	0.7	0.5	15.123	C
C-AB	344	86	766	0.448	346	1.8	1.1	8.670	A
C-A	140	35			140				
A-B	141	35			141				
A-C	111	28			111				

2030, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		10.96	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	386	100.000
B - Rectory Lane		ONE HOUR	✓	388	100.000
C - Spring Lane (W)		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	158	228
	B - Rectory Lane	145	0	243
	C - Spring Lane (W)	191	299	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.41	0.59
	B - Rectory Lane	0.37	0.00	0.63
	C - Spring Lane (W)	0.39	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	291	291
	B - Rectory Lane	292	292
	C - Spring Lane (W)	369	369
15:00-15:15	A - Spring Lane (E)	347	347
	B - Rectory Lane	349	349
	C - Spring Lane (W)	440	440
15:15-15:30	A - Spring Lane (E)	425	425
	B - Rectory Lane	427	427
	C - Spring Lane (W)	540	540
15:30-15:45	A - Spring Lane (E)	425	425
	B - Rectory Lane	427	427
	C - Spring Lane (W)	540	540
15:45-16:00	A - Spring Lane (E)	347	347
	B - Rectory Lane	349	349
	C - Spring Lane (W)	440	440
16:00-16:15	A - Spring Lane (E)	291	291
	B - Rectory Lane	292	292
	C - Spring Lane (W)	369	369

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-C	0.52	14.64	1.1	B	223	334
B-A	0.54	26.49	1.1	D	133	200
C-AB	0.67	15.88	2.4	C	373	559
C-A					77	115
A-B					145	217
A-C					209	314

Main Results for each time segment

14:45 - 15:00

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-C	183	46	586	0.312	181	0.0	0.4	8.863	A
B-A	109	27	358	0.305	107	0.0	0.4	14.269	B
C-AB	285	71	681	0.419	282	0.0	0.8	8.972	A
C-A	84	21			84				
A-B	119	30			119				
A-C	172	43			172				

15:00 - 15:15

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-C	218	55	560	0.390	218	0.4	0.6	10.492	B
B-A	130	33	333	0.391	130	0.4	0.6	17.617	C
C-AB	359	90	689	0.521	357	0.8	1.3	10.830	B
C-A	82	20			82				
A-B	142	36			142				

A-C	205	51			205				
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15:15 - 15:30

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-C	268	67	516	0.519	266	0.6	1.0	14.318	B
B-A	160	40	296	0.539	158	0.6	1.1	25.654	D
C-AB	472	118	701	0.673	468	1.3	2.4	15.324	C
C-A	67	17			67				
A-B	174	43			174				
A-C	251	63			251				

15:30 - 15:45

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-C	268	67	513	0.521	267	1.0	1.1	14.637	B
B-A	160	40	295	0.541	160	1.1	1.1	26.494	D
C-AB	474	118	702	0.674	473	2.4	2.4	15.880	C
C-A	66	16			66				
A-B	174	43			174				
A-C	251	63			251				

15:45 - 16:00

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-C	218	55	558	0.392	220	1.1	0.7	10.717	B
B-A	130	33	332	0.393	132	1.1	0.7	18.198	C
C-AB	360	90	691	0.522	365	2.4	1.3	11.244	B
C-A	80	20			80				
A-B	142	36			142				
A-C	205	51			205				

16:00 - 16:15

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-C	183	46	584	0.313	184	0.7	0.5	9.020	A
B-A	109	27	357	0.306	110	0.7	0.4	14.619	B
C-AB	286	72	682	0.420	288	1.3	0.9	9.213	A
C-A	82	21			82				
A-B	119	30			119				
A-C	172	43			172				

2025 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		13.59	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 + Comm	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	412	100.000
B - Rectory Lane		ONE HOUR	✓	423	100.000
C - Spring Lane (W)		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	248	164
	B - Rectory Lane	174	0	249
	C - Spring Lane (W)	339	290	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.60	0.40
	B - Rectory Lane	0.41	0.00	0.59
	C - Spring Lane (W)	0.54	0.46	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	310	310
	B - Rectory Lane	318	318
	C - Spring Lane (W)	474	474
08:00-08:15	A - Spring Lane (E)	370	370
	B - Rectory Lane	380	380
	C - Spring Lane (W)	565	565
08:15-08:30	A - Spring Lane (E)	454	454
	B - Rectory Lane	466	466
	C - Spring Lane (W)	693	693
08:30-08:45	A - Spring Lane (E)	454	454
	B - Rectory Lane	466	466
	C - Spring Lane (W)	693	693
08:45-09:00	A - Spring Lane (E)	370	370
	B - Rectory Lane	380	380
	C - Spring Lane (W)	565	565
09:00-09:15	A - Spring Lane (E)	310	310
	B - Rectory Lane	318	318
	C - Spring Lane (W)	474	474

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-C	0.59	18.66	1.4	C	228	343
B-A	0.67	38.05	1.9	E	160	239
C-AB	0.74	17.42	3.8	C	455	682
C-A					122	184
A-B					228	341
A-C					150	226

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-C	187	47	570	0.329	186	0.0	0.5	9.308	A
B-A	131	33	356	0.368	129	0.0	0.6	15.687	C
C-AB	330	83	753	0.439	326	0.0	1.0	8.403	A
C-A	143	36			143				
A-B	187	47			187				
A-C	123	31			123				

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-C	224	56	539	0.415	223	0.5	0.7	11.354	B
B-A	156	39	329	0.476	155	0.6	0.9	20.601	C
C-AB	431	108	776	0.556	429	1.0	1.6	10.379	B
C-A	134	34			134				
A-B	223	56			223				

A-C	147	37			147				
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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-C	274	69	473	0.579	272	0.7	1.3	17.642	C
B-A	192	48	287	0.668	188	0.9	1.8	35.147	E
C-AB	597	149	810	0.737	589	1.6	3.6	16.273	C
C-A	95	24			95				
A-B	273	68			273				
A-C	181	45			181				

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-C	274	69	466	0.588	274	1.3	1.4	18.664	C
B-A	192	48	285	0.673	191	1.8	1.9	38.055	E
C-AB	601	150	813	0.740	600	3.6	3.8	17.423	C
C-A	91	23			91				
A-B	273	68			273				
A-C	181	45			181				

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-C	224	56	534	0.419	226	1.4	0.7	11.810	B
B-A	156	39	327	0.479	160	1.9	1.0	22.096	C
C-AB	435	109	780	0.558	443	3.8	1.8	11.043	B
C-A	130	32			130				
A-B	223	56			223				
A-C	147	37			147				

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-C	187	47	567	0.330	188	0.7	0.5	9.520	A
B-A	131	33	355	0.369	132	1.0	0.6	16.280	C
C-AB	333	83	755	0.441	336	1.8	1.1	8.689	A
C-A	141	35			141				
A-B	187	47			187				
A-C	123	31			123				

2025 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		15.01	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 + Comm	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	420	100.000
B - Rectory Lane		ONE HOUR	✓	434	100.000
C - Spring Lane (W)		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	189	231
	B - Rectory Lane	200	0	234
	C - Spring Lane (W)	204	289	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.45	0.55
	B - Rectory Lane	0.46	0.00	0.54
	C - Spring Lane (W)	0.41	0.59	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	316	316
	B - Rectory Lane	327	327
	C - Spring Lane (W)	371	371
15:00-15:15	A - Spring Lane (E)	378	378
	B - Rectory Lane	390	390
	C - Spring Lane (W)	443	443
15:15-15:30	A - Spring Lane (E)	462	462
	B - Rectory Lane	478	478
	C - Spring Lane (W)	543	543
15:30-15:45	A - Spring Lane (E)	462	462
	B - Rectory Lane	478	478
	C - Spring Lane (W)	543	543
15:45-16:00	A - Spring Lane (E)	378	378
	B - Rectory Lane	390	390
	C - Spring Lane (W)	443	443
16:00-16:15	A - Spring Lane (E)	316	316
	B - Rectory Lane	327	327
	C - Spring Lane (W)	371	371

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-C	0.61	22.11	1.5	C	215	322
B-A	0.74	44.07	2.5	E	184	275
C-AB	0.67	15.50	2.4	C	369	553
C-A					83	125
A-B					173	260
A-C					212	318

Main Results for each time segment

14:45 - 15:00

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-C	176	44	546	0.323	174	0.0	0.5	9.649	A
B-A	151	38	370	0.407	148	0.0	0.7	16.047	C
C-AB	281	70	683	0.411	277	0.0	0.8	8.843	A
C-A	90	23			90				
A-B	142	36			142				
A-C	174	43			174				

15:00 - 15:15

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-C	210	53	510	0.413	209	0.5	0.7	11.961	B
B-A	180	45	343	0.524	178	0.7	1.1	21.643	C
C-AB	355	89	691	0.513	353	0.8	1.2	10.630	B
C-A	89	22			89				
A-B	170	42			170				

A-C	208	52			208				
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15:15 - 15:30

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-C	258	64	429	0.601	255	0.7	1.4	20.313	C
B-A	220	55	301	0.731	215	1.1	2.4	39.579	E
C-AB	469	117	704	0.666	465	1.2	2.3	14.977	B
C-A	73	18			73				
A-B	208	52			208				
A-C	254	64			254				

15:30 - 15:45

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-C	258	64	419	0.615	257	1.4	1.5	22.113	C
B-A	220	55	299	0.735	219	2.4	2.5	44.068	E
C-AB	471	118	705	0.667	470	2.3	2.4	15.503	C
C-A	72	18			72				
A-B	208	52			208				
A-C	254	64			254				

15:45 - 16:00

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-C	210	53	502	0.419	214	1.5	0.7	12.598	B
B-A	180	45	342	0.526	185	2.5	1.2	23.736	C
C-AB	356	89	693	0.514	361	2.4	1.3	11.024	B
C-A	87	22			87				
A-B	170	42			170				
A-C	208	52			208				

16:00 - 16:15

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-C	176	44	542	0.325	177	0.7	0.5	9.890	A
B-A	151	38	369	0.408	152	1.2	0.7	16.765	C
C-AB	282	70	684	0.412	284	1.3	0.8	9.069	A
C-A	89	22			89				
A-B	142	36			142				
A-C	174	43			174				

2030 + Comm, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		16.21	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 + Comm	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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	423	100.000
B - Rectory Lane		ONE HOUR	✓	437	100.000
C - Spring Lane (W)		ONE HOUR	✓	652	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	254	169
	B - Rectory Lane	179	0	258
	C - Spring Lane (W)	351	301	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.60	0.40
	B - Rectory Lane	0.41	0.00	0.59
	C - Spring Lane (W)	0.54	0.46	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	318	318
	B - Rectory Lane	329	329
	C - Spring Lane (W)	491	491
08:00-08:15	A - Spring Lane (E)	380	380
	B - Rectory Lane	393	393
	C - Spring Lane (W)	586	586
08:15-08:30	A - Spring Lane (E)	466	466
	B - Rectory Lane	481	481
	C - Spring Lane (W)	718	718
08:30-08:45	A - Spring Lane (E)	466	466
	B - Rectory Lane	481	481
	C - Spring Lane (W)	718	718
08:45-09:00	A - Spring Lane (E)	380	380
	B - Rectory Lane	393	393
	C - Spring Lane (W)	586	586
09:00-09:15	A - Spring Lane (E)	318	318
	B - Rectory Lane	329	329
	C - Spring Lane (W)	491	491

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-C	0.64	22.04	1.7	C	237	355
B-A	0.72	45.11	2.3	E	164	246
C-AB	0.78	20.46	4.6	C	482	723
C-A					116	175
A-B					233	350
A-C					155	233

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-C	194	49	567	0.343	192	0.0	0.5	9.562	A
B-A	135	34	351	0.384	132	0.0	0.6	16.279	C
C-AB	348	87	757	0.460	344	0.0	1.1	8.659	A
C-A	143	36			143				
A-B	191	48			191				
A-C	127	32			127				

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-C	232	58	533	0.435	231	0.5	0.8	11.890	B
B-A	161	40	322	0.499	160	0.6	1.0	21.898	C
C-AB	456	114	782	0.583	453	1.1	1.8	10.960	B
C-A	130	33			130				
A-B	228	57			228				

A-C	152	38			152				
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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-C	284	71	456	0.622	281	0.8	1.6	20.145	C
B-A	197	49	277	0.711	192	1.0	2.1	40.262	E
C-AB	635	159	817	0.776	624	1.8	4.3	18.549	C
C-A	83	21			83				
A-B	280	70			280				
A-C	186	47			186				

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-C	284	71	446	0.637	284	1.6	1.7	22.041	C
B-A	197	49	275	0.718	196	2.1	2.3	45.105	E
C-AB	640	160	821	0.779	639	4.3	4.6	20.459	C
C-A	78	19			78				
A-B	280	70			280				
A-C	186	47			186				

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-C	232	58	525	0.442	235	1.7	0.8	12.561	B
B-A	161	40	320	0.503	166	2.3	1.1	24.084	C
C-AB	462	115	787	0.586	472	4.6	2.0	11.937	B
C-A	125	31			125				
A-B	228	57			228				
A-C	152	38			152				

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-C	194	49	563	0.345	195	0.8	0.5	9.812	A
B-A	135	34	350	0.385	136	1.1	0.6	16.991	C
C-AB	351	88	760	0.462	354	2.0	1.2	9.003	A
C-A	140	35			140				
A-B	191	48			191				
A-C	127	32			127				

2030 + Comm, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		17.88	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 + Comm	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	433	100.000
B - Rectory Lane		ONE HOUR	✓	448	100.000
C - Spring Lane (W)		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	194	239
	B - Rectory Lane	205	0	243
	C - Spring Lane (W)	210	299	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.45	0.55
	B - Rectory Lane	0.46	0.00	0.54
	C - Spring Lane (W)	0.41	0.59	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0
	C - Spring Lane (W)	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000
	C - Spring Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	326	326
	B - Rectory Lane	337	337
	C - Spring Lane (W)	383	383
15:00-15:15	A - Spring Lane (E)	389	389
	B - Rectory Lane	403	403
	C - Spring Lane (W)	458	458
15:15-15:30	A - Spring Lane (E)	477	477
	B - Rectory Lane	493	493
	C - Spring Lane (W)	560	560
15:30-15:45	A - Spring Lane (E)	477	477
	B - Rectory Lane	493	493
	C - Spring Lane (W)	560	560
15:45-16:00	A - Spring Lane (E)	389	389
	B - Rectory Lane	403	403
	C - Spring Lane (W)	458	458
16:00-16:15	A - Spring Lane (E)	326	326
	B - Rectory Lane	337	337
	C - Spring Lane (W)	383	383

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-C	0.68	27.72	2.0	D	223	334
B-A	0.78	53.45	3.1	F	188	282
C-AB	0.70	17.03	2.8	C	386	579
C-A					81	122
A-B					178	267
A-C					219	329

Main Results for each time segment

14:45 - 15:00

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-C	183	46	542	0.338	181	0.0	0.5	9.924	A
B-A	154	39	365	0.423	151	0.0	0.7	16.659	C
C-AB	293	73	684	0.428	289	0.0	0.9	9.075	A
C-A	90	23			90				
A-B	146	37			146				
A-C	180	45			180				

15:00 - 15:15

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-C	218	55	503	0.435	217	0.5	0.8	12.583	B
B-A	184	46	337	0.547	183	0.7	1.1	23.055	C
C-AB	371	93	693	0.535	369	0.9	1.4	11.094	B
C-A	87	22			87				
A-B	174	44			174				

A-C	215	54			215				
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15:15 - 15:30

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-C	268	67	409	0.653	264	0.8	1.8	24.035	C
B-A	226	56	292	0.774	219	1.1	2.8	45.843	E
C-AB	492	123	706	0.696	487	1.4	2.7	16.281	C
C-A	69	17			69				
A-B	214	53			214				
A-C	263	66			263				

15:30 - 15:45

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-C	268	67	395	0.677	267	1.8	2.0	27.722	D
B-A	226	56	289	0.780	224	2.8	3.1	53.452	F
C-AB	494	123	708	0.698	493	2.7	2.8	17.025	C
C-A	67	17			67				
A-B	214	53			214				
A-C	263	66			263				

15:45 - 16:00

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-C	218	55	493	0.443	223	2.0	0.8	13.574	B
B-A	184	46	335	0.550	192	3.1	1.3	26.192	D
C-AB	373	93	695	0.536	378	2.8	1.4	11.606	B
C-A	85	21			85				
A-B	174	44			174				
A-C	215	54			215				

16:00 - 16:15

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-C	183	46	538	0.340	184	0.8	0.5	10.211	B
B-A	154	39	364	0.424	156	1.3	0.8	17.519	C
C-AB	294	74	685	0.429	296	1.4	0.9	9.341	A
C-A	89	22			89				
A-B	146	37			146				
A-C	180	45			180				

2025 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		16.20	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2025 + Comm + 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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	423	100.000
B - Rectory Lane		ONE HOUR	✓	440	100.000
C - Spring Lane (W)		ONE HOUR	✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	248	175
	B - Rectory Lane	174	0	266
	C - Spring Lane (W)	348	303	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.59	0.41
	B - Rectory Lane	0.40	0.00	0.60
	C - Spring Lane (W)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000

	C - Spring Lane (W)	0	0	0
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	C - Spring Lane (W)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	318	318
	B - Rectory Lane	331	331
	C - Spring Lane (W)	490	490
08:00-08:15	A - Spring Lane (E)	380	380
	B - Rectory Lane	396	396
	C - Spring Lane (W)	585	585
08:15-08:30	A - Spring Lane (E)	466	466
	B - Rectory Lane	484	484
	C - Spring Lane (W)	717	717
08:30-08:45	A - Spring Lane (E)	466	466
	B - Rectory Lane	484	484
	C - Spring Lane (W)	717	717
08:45-09:00	A - Spring Lane (E)	380	380
	B - Rectory Lane	396	396
	C - Spring Lane (W)	585	585
09:00-09:15	A - Spring Lane (E)	318	318
	B - Rectory Lane	331	331
	C - Spring Lane (W)	490	490

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-C	0.64	22.11	1.7	C	244	366
B-A	0.71	44.18	2.2	E	160	239
C-AB	0.78	20.83	4.7	C	483	724
C-A					114	172
A-B					228	341
A-C					161	241

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-C	200	50	571	0.351	198	0.0	0.5	9.608	A
B-A	131	33	348	0.376	129	0.0	0.6	16.221	C
C-AB	349	87	756	0.462	345	0.0	1.1	8.711	A
C-A	141	35			141				
A-B	187	47			187				
A-C	132	33			132				

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-C	239	60	537	0.445	238	0.5	0.8	11.986	B
B-A	156	39	319	0.490	155	0.6	0.9	21.716	C
C-AB	457	114	780	0.586	454	1.1	1.8	11.059	B

C-A	128	32			128				
A-B	223	56			223				
A-C	157	39			157				

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-C	293	73	464	0.631	290	0.8	1.6	20.262	C
B-A	192	48	274	0.700	187	0.9	2.0	39.614	E
C-AB	635	159	815	0.780	625	1.8	4.4	18.833	C
C-A	81	20			81				
A-B	273	68			273				
A-C	193	48			193				

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-C	293	73	454	0.645	292	1.6	1.7	22.112	C
B-A	192	48	271	0.707	191	2.0	2.2	44.181	E
C-AB	641	160	819	0.783	640	4.4	4.7	20.832	C
C-A	76	19			76				
A-B	273	68			273				
A-C	193	48			193				

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-C	239	60	530	0.451	243	1.7	0.8	12.660	B
B-A	156	39	317	0.494	161	2.2	1.0	23.787	C
C-AB	463	116	785	0.589	473	4.7	2.0	12.070	B
C-A	122	31			122				
A-B	223	56			223				
A-C	157	39			157				

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-C	200	50	567	0.353	201	0.8	0.6	9.863	A
B-A	131	33	347	0.377	133	1.0	0.6	16.909	C
C-AB	352	88	758	0.464	355	2.0	1.2	9.062	A
C-A	138	35			138				
A-B	187	47			187				
A-C	132	33			132				

2025 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		16.50	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2025 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	424	100.000
B - Rectory Lane		ONE HOUR	✓	441	100.000
C - Spring Lane (W)		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	189	235
	B - Rectory Lane	200	0	241
	C - Spring Lane (W)	211	299	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.45	0.55
	B - Rectory Lane	0.45	0.00	0.55
	C - Spring Lane (W)	0.41	0.59	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000

	C - Spring Lane (W)	0	0	0
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	C - Spring Lane (W)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	319	319
	B - Rectory Lane	332	332
	C - Spring Lane (W)	384	384
15:00-15:15	A - Spring Lane (E)	381	381
	B - Rectory Lane	396	396
	C - Spring Lane (W)	458	458
15:15-15:30	A - Spring Lane (E)	467	467
	B - Rectory Lane	486	486
	C - Spring Lane (W)	562	562
15:30-15:45	A - Spring Lane (E)	467	467
	B - Rectory Lane	486	486
	C - Spring Lane (W)	562	562
15:45-16:00	A - Spring Lane (E)	381	381
	B - Rectory Lane	396	396
	C - Spring Lane (W)	458	458
16:00-16:15	A - Spring Lane (E)	319	319
	B - Rectory Lane	332	332
	C - Spring Lane (W)	384	384

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-C	0.65	24.54	1.7	C	221	332
B-A	0.76	48.41	2.8	E	184	275
C-AB	0.70	16.83	2.7	C	386	579
C-A					82	123
A-B					173	260
A-C					216	323

Main Results for each time segment

14:45 - 15:00

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-C	181	45	546	0.333	179	0.0	0.5	9.783	A
B-A	151	38	365	0.412	148	0.0	0.7	16.371	C
C-AB	293	73	686	0.427	290	0.0	0.9	9.036	A
C-A	91	23			91				
A-B	142	36			142				
A-C	177	44			177				

15:00 - 15:15

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-C	217	54	508	0.426	216	0.5	0.7	12.267	B
B-A	180	45	338	0.533	178	0.7	1.1	22.352	C
C-AB	371	93	695	0.533	369	0.9	1.3	11.029	B

C-A	88	22			88				
A-B	170	42			170				
A-C	211	53			211				

15:15 - 15:30

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-C	265	66	422	0.628	262	0.7	1.6	21.996	C
B-A	220	55	294	0.750	214	1.1	2.5	42.583	E
C-AB	492	123	709	0.694	487	1.3	2.6	16.117	C
C-A	69	17			69				
A-B	208	52			208				
A-C	259	65			259				

15:30 - 15:45

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-C	265	66	410	0.647	265	1.6	1.7	24.540	C
B-A	220	55	292	0.755	219	2.5	2.8	48.415	E
C-AB	494	123	710	0.695	493	2.6	2.7	16.834	C
C-A	68	17			68				
A-B	208	52			208				
A-C	259	65			259				

15:45 - 16:00

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-C	217	54	500	0.433	220	1.7	0.8	13.057	B
B-A	180	45	336	0.535	186	2.8	1.2	24.896	C
C-AB	373	93	697	0.535	378	2.7	1.4	11.526	B
C-A	86	21			86				
A-B	170	42			170				
A-C	211	53			211				

16:00 - 16:15

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-C	181	45	542	0.335	183	0.8	0.5	10.044	B
B-A	151	38	364	0.413	153	1.2	0.7	17.154	C
C-AB	294	74	687	0.429	296	1.4	0.9	9.300	A
C-A	90	22			90				
A-B	142	36			142				
A-C	177	44			177				

2030 + Comm + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		20.21	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 + Comm + 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 (PCU/hr)	Scaling Factor (%)
A - Spring Lane (E)		ONE HOUR	✓	434	100.000
B - Rectory Lane		ONE HOUR	✓	454	100.000
C - Spring Lane (W)		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	254	180
	B - Rectory Lane	179	0	275
	C - Spring Lane (W)	360	314	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.59	0.41
	B - Rectory Lane	0.39	0.00	0.61
	C - Spring Lane (W)	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000

	C - Spring Lane (W)	0	0	0
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	C - Spring Lane (W)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Spring Lane (E)	327	327
	B - Rectory Lane	342	342
	C - Spring Lane (W)	507	507
08:00-08:15	A - Spring Lane (E)	390	390
	B - Rectory Lane	408	408
	C - Spring Lane (W)	606	606
08:15-08:30	A - Spring Lane (E)	478	478
	B - Rectory Lane	500	500
	C - Spring Lane (W)	742	742
08:30-08:45	A - Spring Lane (E)	478	478
	B - Rectory Lane	500	500
	C - Spring Lane (W)	742	742
08:45-09:00	A - Spring Lane (E)	390	390
	B - Rectory Lane	408	408
	C - Spring Lane (W)	606	606
09:00-09:15	A - Spring Lane (E)	327	327
	B - Rectory Lane	342	342
	C - Spring Lane (W)	507	507

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-C	0.70	27.74	2.2	D	252	379
B-A	0.76	54.50	2.8	F	164	246
C-AB	0.82	25.47	5.9	D	511	767
C-A					107	161
A-B					233	350
A-C					165	248

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-C	207	52	567	0.365	205	0.0	0.6	9.885	A
B-A	135	34	344	0.392	132	0.0	0.6	16.847	C
C-AB	367	92	760	0.483	363	0.0	1.2	8.994	A
C-A	140	35			140				
A-B	191	48			191				
A-C	136	34			136				

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-C	247	62	530	0.466	246	0.6	0.9	12.607	B
B-A	161	40	313	0.514	159	0.6	1.0	23.162	C
C-AB	483	121	786	0.614	479	1.2	2.1	11.752	B

C-A	123	31			123				
A-B	228	57			228				
A-C	162	40			162				

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-C	303	76	445	0.681	298	0.9	2.0	23.883	C
B-A	197	49	264	0.747	191	1.0	2.5	46.297	E
C-AB	674	169	823	0.820	661	2.1	5.4	21.954	C
C-A	68	17			68				
A-B	280	70			280				
A-C	198	50			198				

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-C	303	76	430	0.704	302	2.0	2.2	27.744	D
B-A	197	49	259	0.760	196	2.5	2.8	54.503	F
C-AB	682	170	828	0.824	680	5.4	5.9	25.471	D
C-A	60	15			60				
A-B	280	70			280				
A-C	198	50			198				

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-C	247	62	520	0.475	252	2.2	0.9	13.676	B
B-A	161	40	309	0.520	167	2.8	1.1	26.389	D
C-AB	490	123	793	0.618	505	5.9	2.3	13.302	B
C-A	116	29			116				
A-B	228	57			228				
A-C	162	40			162				

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-C	207	52	563	0.368	208	0.9	0.6	10.190	B
B-A	135	34	342	0.394	137	1.1	0.7	17.684	C
C-AB	371	93	763	0.486	375	2.3	1.3	9.423	A
C-A	137	34			137				
A-B	191	48			191				
A-C	136	34			136				

2030 + Comm + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Spring Lane / Rectory Lane	T-Junction	Two-way		20.19	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 + Comm + Dev	PM	ONE HOUR	14:45	16:15	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 - Spring Lane (E)		ONE HOUR	✓	437	100.000
B - Rectory Lane		ONE HOUR	✓	454	100.000
C - Spring Lane (W)		ONE HOUR	✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	194	243
	B - Rectory Lane	205	0	249
	C - Spring Lane (W)	217	310	0

Proportions

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0.00	0.44	0.56
	B - Rectory Lane	0.45	0.00	0.55
	C - Spring Lane (W)	0.41	0.59	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	0	0	0
	B - Rectory Lane	0	0	0

Average PCU Per Veh

	To			
		A - Spring Lane (E)	B - Rectory Lane	C - Spring Lane (W)
From	A - Spring Lane (E)	1.000	1.000	1.000
	B - Rectory Lane	1.000	1.000	1.000

	C - Spring Lane (W)	0	0	0
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	C - Spring Lane (W)	1.000	1.000	1.000
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Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - Spring Lane (E)	329	329
	B - Rectory Lane	342	342
	C - Spring Lane (W)	397	397
15:00-15:15	A - Spring Lane (E)	393	393
	B - Rectory Lane	408	408
	C - Spring Lane (W)	474	474
15:15-15:30	A - Spring Lane (E)	481	481
	B - Rectory Lane	500	500
	C - Spring Lane (W)	580	580
15:30-15:45	A - Spring Lane (E)	481	481
	B - Rectory Lane	500	500
	C - Spring Lane (W)	580	580
15:45-16:00	A - Spring Lane (E)	393	393
	B - Rectory Lane	408	408
	C - Spring Lane (W)	474	474
16:00-16:15	A - Spring Lane (E)	329	329
	B - Rectory Lane	342	342
	C - Spring Lane (W)	397	397

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-C	0.72	32.12	2.3	D	228	343
B-A	0.80	60.08	3.5	F	188	282
C-AB	0.73	18.85	3.2	C	405	607
C-A					79	118
A-B					178	267
A-C					223	334

Main Results for each time segment

14:45 - 15:00

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-C	187	47	541	0.346	185	0.0	0.5	10.055	B
B-A	154	39	360	0.428	151	0.0	0.7	16.997	C
C-AB	306	77	687	0.446	302	0.0	0.9	9.309	A
C-A	91	23			91				
A-B	146	37			146				
A-C	183	46			183				

15:00 - 15:15

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-C	224	56	501	0.447	223	0.5	0.8	12.906	B
B-A	184	46	331	0.556	182	0.7	1.2	23.867	C
C-AB	388	97	697	0.557	386	0.9	1.5	11.584	B

C-A	85	21			85				
A-B	174	44			174				
A-C	218	55			218				

15:15 - 15:30

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-C	274	69	401	0.684	269	0.8	2.0	26.518	D
B-A	226	56	284	0.795	218	1.2	3.1	49.855	E
C-AB	517	129	711	0.727	511	1.5	3.1	17.792	C
C-A	63	16			63				
A-B	214	53			214				
A-C	268	67			268				

15:30 - 15:45

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-C	274	69	383	0.716	273	2.0	2.3	32.120	D
B-A	226	56	281	0.804	224	3.1	3.5	60.082	F
C-AB	519	130	713	0.728	519	3.1	3.2	18.853	C
C-A	61	15			61				
A-B	214	53			214				
A-C	268	67			268				

15:45 - 16:00

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-C	224	56	489	0.458	230	2.3	0.9	14.191	B
B-A	184	46	329	0.560	193	3.5	1.3	27.834	D
C-AB	391	98	699	0.559	397	3.2	1.6	12.257	B
C-A	83	21			83				
A-B	174	44			174				
A-C	218	55			218				

16:00 - 16:15

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-C	187	47	537	0.349	189	0.9	0.5	10.369	B
B-A	154	39	359	0.430	157	1.3	0.8	17.958	C
C-AB	308	77	688	0.447	310	1.6	1.0	9.622	A
C-A	89	22			89				
A-B	146	37			146				
A-C	183	46			183				

