

Future + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hollingworth Road		Major
B	Site Access		Minor
C	Canal Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.00	99.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.30	32	25

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	515	0.090	0.227	0.143	0.324
B-C	659	0.097	0.244	-	-
C-B	686	0.254	0.254	-	-

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)
D1	Future + Resi	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	452	100.000
B		✓	87	100.000
C		✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	20	432
	B	58	0	29
	C	621	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	15.24	0.4	C
C-AB	0.02	7.23	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	421	0.156	65	0.2	11.095	B
C-AB	8	600	0.014	8	0.0	6.694	A
C-A	468			468			
A-B	15			15			
A-C	325			325			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	394	0.199	78	0.3	12.527	B
C-AB	10	583	0.017	10	0.0	6.909	A
C-A	558			558			
A-B	18			18			
A-C	388			388			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	356	0.269	95	0.4	15.181	C
C-AB	12	560	0.022	12	0.0	7.230	A
C-A	684			684			
A-B	22			22			
A-C	476			476			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	356	0.269	96	0.4	15.238	C
C-AB	12	560	0.022	12	0.0	7.230	A
C-A	684			684			
A-B	22			22			
A-C	476			476			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	394	0.199	79	0.3	12.592	B
C-AB	10	583	0.017	10	0.0	6.912	A
C-A	558			558			
A-B	18			18			
A-C	388			388			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	421	0.156	66	0.2	11.164	B
C-AB	8	600	0.014	8	0.0	6.695	A
C-A	468			468			
A-B	15			15			
A-C	325			325			

Future + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Future + Resi	PM	ONE HOUR	16:00	17:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	649	100.000
B		✓	37	100.000
C		✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	53	596
	B	25	0	12
	C	499	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	14.25	0.2	B
C-AB	0.06	8.36	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	395	0.070	28	0.1	10.756	B
C-AB	21	562	0.038	21	0.0	7.317	A
C-A	376			376			
A-B	40			40			
A-C	449			449			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	363	0.092	33	0.1	11.984	B
C-AB	25	538	0.047	25	0.1	7.723	A
C-A	449			449			
A-B	48			48			
A-C	536			536			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	319	0.128	41	0.2	14.225	B
C-AB	31	505	0.061	31	0.1	8.357	A
C-A	549			549			
A-B	58			58			
A-C	656			656			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	319	0.128	41	0.2	14.245	B
C-AB	31	505	0.061	31	0.1	8.359	A
C-A	549			549			
A-B	58			58			
A-C	656			656			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	363	0.092	33	0.1	12.009	B
C-AB	25	538	0.047	25	0.1	7.726	A
C-A	449			449			
A-B	48			48			
A-C	536			536			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	395	0.070	28	0.1	10.784	B
C-AB	21	562	0.038	21	0.0	7.324	A
C-A	376			376			
A-B	40			40			
A-C	449			449			

Future + Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	Future + Resi+Sch	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	479	100.000
B		✓	116	100.000
C		✓	638	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	47	432
	B	81	0	35
	C	621	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	18.21	0.6	C
C-AB	0.03	7.42	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	412	0.212	86	0.3	12.102	B
C-AB	13	595	0.022	13	0.0	6.806	A
C-A	468			468			
A-B	35			35			
A-C	325			325			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	384	0.271	104	0.4	14.094	B
C-AB	15	577	0.027	15	0.0	7.052	A
C-A	558			558			
A-B	42			42			
A-C	388			388			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	345	0.370	127	0.6	18.064	C
C-AB	19	552	0.034	19	0.0	7.422	A
C-A	684			684			
A-B	52			52			
A-C	476			476			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	345	0.370	128	0.6	18.208	C
C-AB	19	552	0.034	19	0.0	7.422	A
C-A	684			684			
A-B	52			52			
A-C	476			476			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	384	0.271	105	0.4	14.230	B
C-AB	15	577	0.027	15	0.0	7.055	A
C-A	558			558			
A-B	42			42			
A-C	388			388			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	412	0.212	88	0.3	12.224	B
C-AB	13	595	0.022	13	0.0	6.809	A
C-A	468			468			
A-B	35			35			
A-C	325			325			

Future + Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	Future + Resi+Sch	PM	ONE HOUR	16:00	17:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	651	100.000
B		✓	41	100.000
C		✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	55	596
	B	28	0	13
	C	499	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	14.55	0.2	B
C-AB	0.06	8.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	394	0.078	30	0.1	10.882	B
C-AB	21	562	0.038	21	0.0	7.322	A
C-A	376			376			
A-B	41			41			
A-C	449			449			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	362	0.102	37	0.1	12.170	B
C-AB	25	537	0.047	25	0.1	7.730	A
C-A	449			449			
A-B	49			49			
A-C	536			536			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	317	0.142	45	0.2	14.526	B
C-AB	31	504	0.061	31	0.1	8.367	A
C-A	549			549			
A-B	61			61			
A-C	656			656			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	317	0.142	45	0.2	14.550	B
C-AB	31	504	0.061	31	0.1	8.368	A
C-A	549			549			
A-B	61			61			
A-C	656			656			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	362	0.102	37	0.1	12.191	B
C-AB	25	537	0.047	25	0.1	7.733	A
C-A	449			449			
A-B	49			49			
A-C	536			536			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	394	0.078	31	0.1	10.915	B
C-AB	21	562	0.038	21	0.0	7.326	A
C-A	376			376			
A-B	41			41			
A-C	449			449			

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: Site Access 2.j9

Path: \\mafs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 23/03/2023 08:43:11

- »Future + Resi, AM
- »Future + Resi, PM
- »Future + Resi+Sch, AM
- »Future + Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Future + Resi								
Stream B-AC	0.1	12.64	0.12	B	0.1	12.94	0.05	B
Stream C-AB	0.0	7.31	0.01	A	0.0	8.02	0.03	A
Future + Resi+Sch								
Stream B-AC	0.1	12.75	0.12	B	0.1	12.96	0.05	B
Stream C-AB	0.0	7.33	0.01	A	0.0	8.03	0.03	A

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

File summary

File Description

Title	
Location	
Site number	
Date	01/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\fremping_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Future + Resi	AM	ONE HOUR	08:00	09:30	15
D2	Future + Resi	PM	ONE HOUR	16:00	17:30	15
D4	Future + Resi+Sch	AM	ONE HOUR	08:00	09:30	15
D5	Future + Resi+Sch	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Future + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Canal Street South		Major
B	Site Access		Minor
C	Canal Street North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.00	80.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.30	26	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	512	0.089	0.225	0.142	0.322
B-C	657	0.096	0.243	-	-
C-B	674	0.250	0.250	-	-

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)
D1	Future + Resi	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	461	100.000
B		✓	38	100.000
C		✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	452
	B	25	0	13
	C	607	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	12.64	0.1	B
C-AB	0.01	7.31	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	420	0.068	28	0.1	10.106	B
C-AB	4	588	0.006	4	0.0	6.782	A
C-A	457			457			
A-B	7			7			
A-C	340			340			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	393	0.087	34	0.1	11.034	B
C-AB	4	571	0.008	4	0.0	6.992	A
C-A	546			546			
A-B	8			8			
A-C	406			406			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	355	0.118	42	0.1	12.631	B
C-AB	6	547	0.010	5	0.0	7.305	A
C-A	668			668			
A-B	10			10			
A-C	498			498			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	355	0.118	42	0.1	12.643	B
C-AB	6	547	0.010	6	0.0	7.305	A
C-A	668			668			
A-B	10			10			
A-C	498			498			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	393	0.087	34	0.1	11.048	B
C-AB	4	571	0.008	5	0.0	6.992	A
C-A	546			546			
A-B	8			8			
A-C	406			406			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	420	0.068	29	0.1	10.127	B
C-AB	4	588	0.006	4	0.0	6.785	A
C-A	457			457			
A-B	7			7			
A-C	340			340			

Future + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Future + Resi	PM	ONE HOUR	16:00	17:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	609	100.000
B		✓	16	100.000
C		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	23	586
	B	11	0	5
	C	516	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	12.94	0.1	B
C-AB	0.03	8.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	397	0.030	12	0.0	10.280	B
C-AB	9	560	0.016	9	0.0	7.190	A
C-A	388			388			
A-B	17			17			
A-C	441			441			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	366	0.039	14	0.0	11.244	B
C-AB	11	537	0.020	11	0.0	7.517	A
C-A	464			464			
A-B	21			21			
A-C	527			527			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	324	0.054	18	0.1	12.934	B
C-AB	13	507	0.026	13	0.0	8.023	A
C-A	568			568			
A-B	25			25			
A-C	645			645			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	324	0.054	18	0.1	12.940	B
C-AB	13	507	0.026	13	0.0	8.023	A
C-A	568			568			
A-B	25			25			
A-C	645			645			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	366	0.039	14	0.0	11.251	B
C-AB	11	537	0.020	11	0.0	7.518	A
C-A	464			464			
A-B	21			21			
A-C	527			527			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	397	0.030	12	0.0	10.289	B
C-AB	9	560	0.016	9	0.0	7.190	A
C-A	388			388			
A-B	17			17			
A-C	441			441			

Future + Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	Future + Resi+Sch	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	467	100.000
B		✓	38	100.000
C		✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	9	458
	B	25	0	13
	C	614	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	12.75	0.1	B
C-AB	0.01	7.33	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	418	0.068	28	0.1	10.150	B
C-AB	4	586	0.006	4	0.0	6.795	A
C-A	462			462			
A-B	7			7			
A-C	345			345			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	391	0.087	34	0.1	11.098	B
C-AB	4	569	0.008	4	0.0	7.009	A
C-A	552			552			
A-B	8			8			
A-C	412			412			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	352	0.119	42	0.1	12.736	B
C-AB	6	546	0.010	5	0.0	7.328	A
C-A	676			676			
A-B	10			10			
A-C	504			504			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	352	0.119	42	0.1	12.749	B
C-AB	6	546	0.010	6	0.0	7.328	A
C-A	676			676			
A-B	10			10			
A-C	504			504			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	391	0.087	34	0.1	11.114	B
C-AB	4	569	0.008	5	0.0	7.009	A
C-A	552			552			
A-B	8			8			
A-C	412			412			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	418	0.068	29	0.1	10.174	B
C-AB	4	586	0.006	4	0.0	6.795	A
C-A	462			462			
A-B	7			7			
A-C	345			345			

Future + Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	Future + Resi+Sch	PM	ONE HOUR	16:00	17:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	610	100.000
B		✓	16	100.000
C		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	23	587
	B	11	0	5
	C	517	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	12.96	0.1	B
C-AB	0.03	8.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	397	0.030	12	0.0	10.288	B
C-AB	9	560	0.016	9	0.0	7.192	A
C-A	389			389			
A-B	17			17			
A-C	442			442			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	366	0.039	14	0.0	11.255	B
C-AB	11	537	0.020	11	0.0	7.520	A
C-A	465			465			
A-B	21			21			
A-C	528			528			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	323	0.055	18	0.1	12.952	B
C-AB	13	506	0.026	13	0.0	8.028	A
C-A	569			569			
A-B	25			25			
A-C	646			646			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	323	0.055	18	0.1	12.957	B
C-AB	13	506	0.026	13	0.0	8.028	A
C-A	569			569			
A-B	25			25			
A-C	646			646			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	366	0.039	14	0.0	11.264	B
C-AB	11	537	0.020	11	0.0	7.521	A
C-A	465			465			
A-B	21			21			
A-C	528			528			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	397	0.030	12	0.0	10.297	B
C-AB	9	560	0.016	9	0.0	7.192	A
C-A	389			389			
A-B	17			17			
A-C	442			442			

Junctions 9			
ARCADY 9 - Roundabout 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: Halifax Road-Wardle Street.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 07:57:00

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
1 - Halifax Rd East	0.1	4.10	0.05	A	0.0	3.56	0.04	A
2 - Halifax Rd West	1.1	3.55	0.51	A	3.1	7.02	0.76	A
3 - Wardle Rd	1.3	9.91	0.56	A	0.6	8.76	0.36	A
Future Base								
1 - Halifax Rd East	0.1	4.10	0.05	A	0.0	3.56	0.04	A
2 - Halifax Rd West	1.1	3.64	0.52	A	3.7	7.98	0.79	A
3 - Wardle Rd	1.3	10.26	0.57	B	0.6	9.51	0.38	A
Future Base+Resi								
1 - Halifax Rd East	0.1	4.10	0.05	A	0.0	3.56	0.04	A
2 - Halifax Rd West	1.2	3.69	0.53	A	4.1	8.75	0.81	A
3 - Wardle Rd	1.3	10.50	0.57	B	0.6	10.07	0.39	B
Future Base+Resi+Sch								
1 - Halifax Rd East	0.1	4.10	0.05	A	0.0	3.56	0.04	A
2 - Halifax Rd West	1.2	3.69	0.53	A	4.1	8.75	0.81	A
3 - Wardle Rd	1.3	10.50	0.57	B	0.6	10.07	0.39	B

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

File summary

File Description

Title	
Location	
Site number	
Date	27/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	00:00	01:30	15
D2	2022	PM	ONE HOUR	00:00	01:30	15
D4	Future Base	AM	ONE HOUR	00:00	01:30	15
D5	Future Base	PM	ONE HOUR	00:00	01:30	15
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	5.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Halifax Rd East	
2	Halifax Rd West	
3	Wardle Rd	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Halifax Rd East	3.80	3.80	0.0	25.0	25.0	19.0	
2 - Halifax Rd West	7.70	7.70	0.0	12.9	25.0	40.0	
3 - Wardle Rd	4.90	4.90	0.0	9.2	25.0	57.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Halifax Rd East	0.575	1207
2 - Halifax Rd West	0.743	2189
3 - Wardle Rd	0.524	1260

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)
D1	2022	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	43	100.000
2 - Halifax Rd West		✓	995	100.000
3 - Wardle Rd		✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	43
	2 - Halifax Rd West	678	61	256
	3 - Wardle Rd	40	384	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	0
	2 - Halifax Rd West	6	3	2
	3 - Wardle Rd	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.05	4.10	0.1	A
2 - Halifax Rd West	0.51	3.55	1.1	A
3 - Wardle Rd	0.56	9.91	1.3	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	333	1015	0.032	32	0.0	3.662	A
2 - Halifax Rd West	749	32	2165	0.346	747	0.6	2.650	A
3 - Wardle Rd	319	555	969	0.329	317	0.5	5.558	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	399	977	0.040	39	0.0	3.835	A
2 - Halifax Rd West	894	39	2160	0.414	894	0.7	2.969	A
3 - Wardle Rd	381	664	912	0.418	380	0.7	6.824	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	488	926	0.051	47	0.1	4.097	A
2 - Halifax Rd West	1096	47	2154	0.509	1094	1.1	3.546	A
3 - Wardle Rd	467	813	834	0.560	465	1.3	9.786	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	490	925	0.051	47	0.1	4.102	A
2 - Halifax Rd West	1096	47	2154	0.509	1095	1.1	3.554	A
3 - Wardle Rd	467	814	833	0.560	467	1.3	9.908	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	402	975	0.040	39	0.0	3.845	A
2 - Halifax Rd West	894	39	2160	0.414	896	0.7	2.978	A
3 - Wardle Rd	381	665	911	0.418	383	0.7	6.914	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	336	1013	0.032	32	0.0	3.669	A
2 - Halifax Rd West	749	32	2165	0.346	750	0.6	2.662	A
3 - Wardle Rd	319	557	968	0.330	320	0.5	5.619	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	7.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	44	100.000
2 - Halifax Rd West		✓	1483	100.000
3 - Wardle Rd		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	44
	2 - Halifax Rd West	1037	18	428
	3 - Wardle Rd	37	176	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	2
	2 - Halifax Rd West	2	0	1
	3 - Wardle Rd	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.04	3.56	0.0	A
2 - Halifax Rd West	0.76	7.02	3.1	A
3 - Wardle Rd	0.36	8.76	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	145	1123	0.030	33	0.0	3.378	A
2 - Halifax Rd West	1116	33	2165	0.516	1112	1.1	3.461	A
3 - Wardle Rd	160	791	845	0.190	159	0.2	5.319	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	174	1106	0.036	40	0.0	3.450	A
2 - Halifax Rd West	1333	40	2160	0.617	1331	1.6	4.402	A
3 - Wardle Rd	191	947	763	0.251	191	0.3	6.374	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	213	1084	0.045	48	0.0	3.554	A
2 - Halifax Rd West	1633	48	2153	0.758	1627	3.1	6.874	A
3 - Wardle Rd	235	1157	653	0.359	234	0.6	8.684	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	214	1084	0.045	48	0.0	3.556	A
2 - Halifax Rd West	1633	48	2153	0.758	1633	3.1	7.020	A
3 - Wardle Rd	235	1161	651	0.360	234	0.6	8.762	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	175	1106	0.036	40	0.0	3.456	A
2 - Halifax Rd West	1333	40	2160	0.617	1339	1.7	4.488	A
3 - Wardle Rd	191	953	760	0.252	192	0.3	6.435	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	146	1122	0.030	33	0.0	3.383	A
2 - Halifax Rd West	1116	33	2164	0.516	1119	1.1	3.504	A
3 - Wardle Rd	160	796	843	0.190	161	0.2	5.357	A

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	Future Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	43	100.000
2 - Halifax Rd West		✓	1017	100.000
3 - Wardle Rd		✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	43
	2 - Halifax Rd West	700	61	256
	3 - Wardle Rd	40	384	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	0
	2 - Halifax Rd West	6	3	2
	3 - Wardle Rd	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.05	4.10	0.1	A
2 - Halifax Rd West	0.52	3.64	1.1	A
3 - Wardle Rd	0.57	10.26	1.3	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	333	1015	0.032	32	0.0	3.662	A
2 - Halifax Rd West	766	32	2165	0.354	763	0.6	2.680	A
3 - Wardle Rd	319	571	960	0.332	317	0.5	5.633	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	399	977	0.040	39	0.0	3.835	A
2 - Halifax Rd West	914	39	2160	0.423	913	0.8	3.017	A
3 - Wardle Rd	381	684	901	0.423	380	0.7	6.957	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	488	926	0.051	47	0.1	4.097	A
2 - Halifax Rd West	1120	47	2154	0.520	1118	1.1	3.630	A
3 - Wardle Rd	467	837	821	0.569	465	1.3	10.123	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	490	925	0.051	47	0.1	4.102	A
2 - Halifax Rd West	1120	47	2154	0.520	1120	1.1	3.638	A
3 - Wardle Rd	467	838	821	0.569	467	1.3	10.263	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	402	975	0.040	39	0.0	3.845	A
2 - Halifax Rd West	914	39	2160	0.423	916	0.8	3.029	A
3 - Wardle Rd	381	685	901	0.423	383	0.8	7.057	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	336	1013	0.032	32	0.0	3.672	A
2 - Halifax Rd West	766	32	2165	0.354	766	0.6	2.692	A
3 - Wardle Rd	319	574	959	0.333	320	0.5	5.694	A

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	8.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	Future Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	44	100.000
2 - Halifax Rd West		✓	1540	100.000
3 - Wardle Rd		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	44
	2 - Halifax Rd West	1094	18	428
	3 - Wardle Rd	37	176	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	2
	2 - Halifax Rd West	2	0	1
	3 - Wardle Rd	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.04	3.56	0.0	A
2 - Halifax Rd West	0.79	7.98	3.7	A
3 - Wardle Rd	0.38	9.51	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	145	1123	0.030	33	0.0	3.378	A
2 - Halifax Rd West	1159	33	2165	0.536	1155	1.2	3.606	A
3 - Wardle Rd	160	834	823	0.195	159	0.2	5.496	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	174	1106	0.036	40	0.0	3.450	A
2 - Halifax Rd West	1384	40	2160	0.641	1382	1.8	4.687	A
3 - Wardle Rd	191	998	737	0.260	191	0.4	6.684	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	213	1084	0.045	48	0.0	3.554	A
2 - Halifax Rd West	1696	48	2153	0.788	1688	3.6	7.747	A
3 - Wardle Rd	235	1219	621	0.378	234	0.6	9.401	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	214	1084	0.045	48	0.0	3.556	A
2 - Halifax Rd West	1696	48	2153	0.788	1695	3.7	7.977	A
3 - Wardle Rd	235	1224	618	0.379	234	0.6	9.513	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	175	1106	0.036	40	0.0	3.453	A
2 - Halifax Rd West	1384	40	2160	0.641	1392	1.8	4.809	A
3 - Wardle Rd	191	1005	733	0.261	192	0.4	6.768	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	146	1122	0.030	33	0.0	3.380	A
2 - Halifax Rd West	1159	33	2164	0.536	1162	1.2	3.660	A
3 - Wardle Rd	160	839	820	0.196	161	0.2	5.544	A

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	5.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	43	100.000
2 - Halifax Rd West		✓	1031	100.000
3 - Wardle Rd		✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	43
	2 - Halifax Rd West	714	61	256
	3 - Wardle Rd	40	384	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	0
	2 - Halifax Rd West	6	3	2
	3 - Wardle Rd	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.05	4.10	0.1	A
2 - Halifax Rd West	0.53	3.69	1.2	A
3 - Wardle Rd	0.57	10.50	1.3	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	333	1015	0.032	32	0.0	3.662	A
2 - Halifax Rd West	776	32	2165	0.359	774	0.6	2.701	A
3 - Wardle Rd	319	582	955	0.334	317	0.5	5.681	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	399	977	0.040	39	0.0	3.835	A
2 - Halifax Rd West	927	39	2160	0.429	926	0.8	3.048	A
3 - Wardle Rd	381	696	895	0.426	380	0.7	7.046	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	488	926	0.051	47	0.1	4.096	A
2 - Halifax Rd West	1135	47	2154	0.527	1134	1.2	3.685	A
3 - Wardle Rd	467	852	813	0.574	464	1.3	10.352	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	490	925	0.051	47	0.1	4.102	A
2 - Halifax Rd West	1135	47	2154	0.527	1135	1.2	3.694	A
3 - Wardle Rd	467	853	812	0.575	467	1.3	10.501	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	402	975	0.040	39	0.0	3.844	A
2 - Halifax Rd West	927	39	2160	0.429	928	0.8	3.058	A
3 - Wardle Rd	381	698	894	0.426	384	0.8	7.151	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	336	1013	0.032	32	0.0	3.672	A
2 - Halifax Rd West	776	32	2165	0.359	777	0.6	2.715	A
3 - Wardle Rd	319	584	953	0.335	320	0.5	5.746	A

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	8.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	44	100.000
2 - Halifax Rd West		✓	1577	100.000
3 - Wardle Rd		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	44
	2 - Halifax Rd West	1131	18	428
	3 - Wardle Rd	37	176	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	2
	2 - Halifax Rd West	2	0	1
	3 - Wardle Rd	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.04	3.56	0.0	A
2 - Halifax Rd West	0.81	8.75	4.1	A
3 - Wardle Rd	0.39	10.07	0.6	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	145	1123	0.029	33	0.0	3.378	A
2 - Halifax Rd West	1187	33	2165	0.549	1182	1.2	3.706	A
3 - Wardle Rd	160	861	808	0.198	159	0.2	5.619	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	174	1107	0.036	40	0.0	3.450	A
2 - Halifax Rd West	1418	40	2160	0.656	1415	1.9	4.892	A
3 - Wardle Rd	191	1031	719	0.266	191	0.4	6.903	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	213	1084	0.045	48	0.0	3.554	A
2 - Halifax Rd West	1736	48	2153	0.806	1728	4.0	8.434	A
3 - Wardle Rd	235	1259	600	0.391	233	0.6	9.930	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	214	1084	0.045	48	0.0	3.556	A
2 - Halifax Rd West	1736	48	2153	0.806	1736	4.1	8.746	A
3 - Wardle Rd	235	1265	597	0.393	234	0.6	10.072	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	175	1106	0.036	40	0.0	3.453	A
2 - Halifax Rd West	1418	40	2160	0.656	1426	2.0	5.046	A
3 - Wardle Rd	191	1039	715	0.268	193	0.4	7.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	146	1122	0.030	33	0.0	3.383	A
2 - Halifax Rd West	1187	33	2164	0.549	1190	1.2	3.767	A
3 - Wardle Rd	160	867	805	0.199	161	0.3	5.671	A

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	5.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	43	100.000
2 - Halifax Rd West		✓	1031	100.000
3 - Wardle Rd		✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
	1 - Halifax Rd East	0	0	43
	2 - Halifax Rd West	714	61	256
	3 - Wardle Rd	40	384	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
	1 - Halifax Rd East	0	0	0
	2 - Halifax Rd West	6	3	2
	3 - Wardle Rd	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.05	4.10	0.1	A
2 - Halifax Rd West	0.53	3.69	1.2	A
3 - Wardle Rd	0.57	10.50	1.3	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	333	1015	0.032	32	0.0	3.662	A
2 - Halifax Rd West	776	32	2165	0.359	774	0.6	2.701	A
3 - Wardle Rd	319	582	955	0.334	317	0.5	5.681	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	399	977	0.040	39	0.0	3.835	A
2 - Halifax Rd West	927	39	2160	0.429	926	0.8	3.048	A
3 - Wardle Rd	381	696	895	0.426	380	0.7	7.046	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	488	926	0.051	47	0.1	4.096	A
2 - Halifax Rd West	1135	47	2154	0.527	1134	1.2	3.685	A
3 - Wardle Rd	467	852	813	0.574	464	1.3	10.352	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	47	490	925	0.051	47	0.1	4.102	A
2 - Halifax Rd West	1135	47	2154	0.527	1135	1.2	3.694	A
3 - Wardle Rd	467	853	812	0.575	467	1.3	10.501	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	39	402	975	0.040	39	0.0	3.844	A
2 - Halifax Rd West	927	39	2160	0.429	928	0.8	3.058	A
3 - Wardle Rd	381	698	894	0.426	384	0.8	7.151	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	32	336	1013	0.032	32	0.0	3.672	A
2 - Halifax Rd West	776	32	2165	0.359	777	0.6	2.715	A
3 - Wardle Rd	319	584	953	0.335	320	0.5	5.746	A

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Halifax Rd-Wardle Rd	Standard Roundabout		1, 2, 3	8.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Halifax Rd East		✓	44	100.000
2 - Halifax Rd West		✓	1577	100.000
3 - Wardle Rd		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	44
	2 - Halifax Rd West	1131	18	428
	3 - Wardle Rd	37	176	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Halifax Rd East	2 - Halifax Rd West	3 - Wardle Rd
From	1 - Halifax Rd East	0	0	2
	2 - Halifax Rd West	2	0	1
	3 - Wardle Rd	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Halifax Rd East	0.04	3.56	0.0	A
2 - Halifax Rd West	0.81	8.75	4.1	A
3 - Wardle Rd	0.39	10.07	0.6	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	145	1123	0.029	33	0.0	3.378	A
2 - Halifax Rd West	1187	33	2165	0.549	1182	1.2	3.706	A
3 - Wardle Rd	160	861	808	0.198	159	0.2	5.619	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	174	1107	0.036	40	0.0	3.450	A
2 - Halifax Rd West	1418	40	2160	0.656	1415	1.9	4.892	A
3 - Wardle Rd	191	1031	719	0.266	191	0.4	6.903	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	213	1084	0.045	48	0.0	3.554	A
2 - Halifax Rd West	1736	48	2153	0.806	1728	4.0	8.434	A
3 - Wardle Rd	235	1259	600	0.391	233	0.6	9.930	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	48	214	1084	0.045	48	0.0	3.556	A
2 - Halifax Rd West	1736	48	2153	0.806	1736	4.1	8.746	A
3 - Wardle Rd	235	1265	597	0.393	234	0.6	10.072	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	40	175	1106	0.036	40	0.0	3.453	A
2 - Halifax Rd West	1418	40	2160	0.656	1426	2.0	5.046	A
3 - Wardle Rd	191	1039	715	0.268	193	0.4	7.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Halifax Rd East	33	146	1122	0.030	33	0.0	3.383	A
2 - Halifax Rd West	1187	33	2164	0.549	1190	1.2	3.767	A
3 - Wardle Rd	160	867	805	0.199	161	0.3	5.671	A

Basic Results Summary

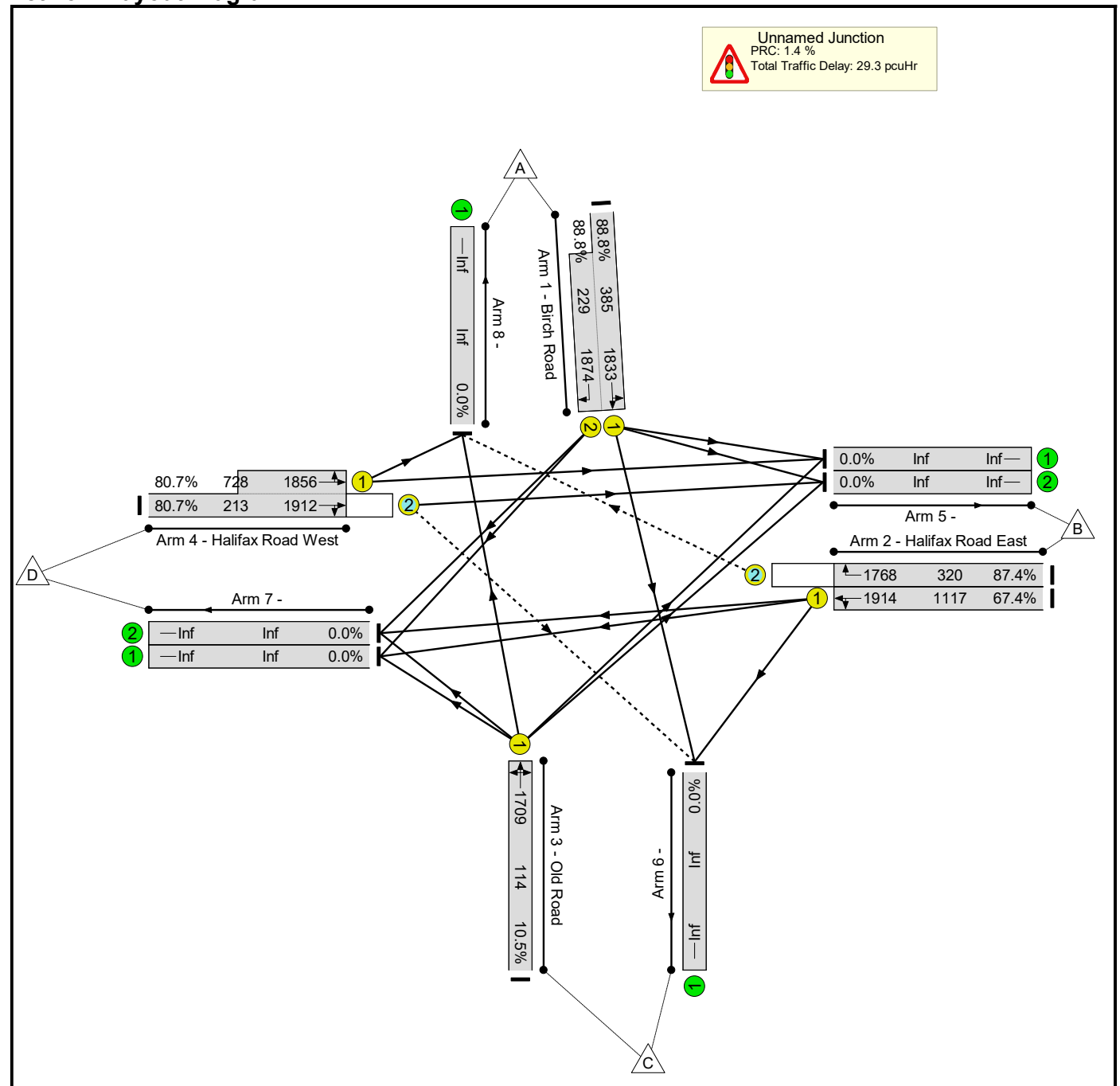
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Birch Road-Halifax Road-Old Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Observed' (FG1: 'AM Survey', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



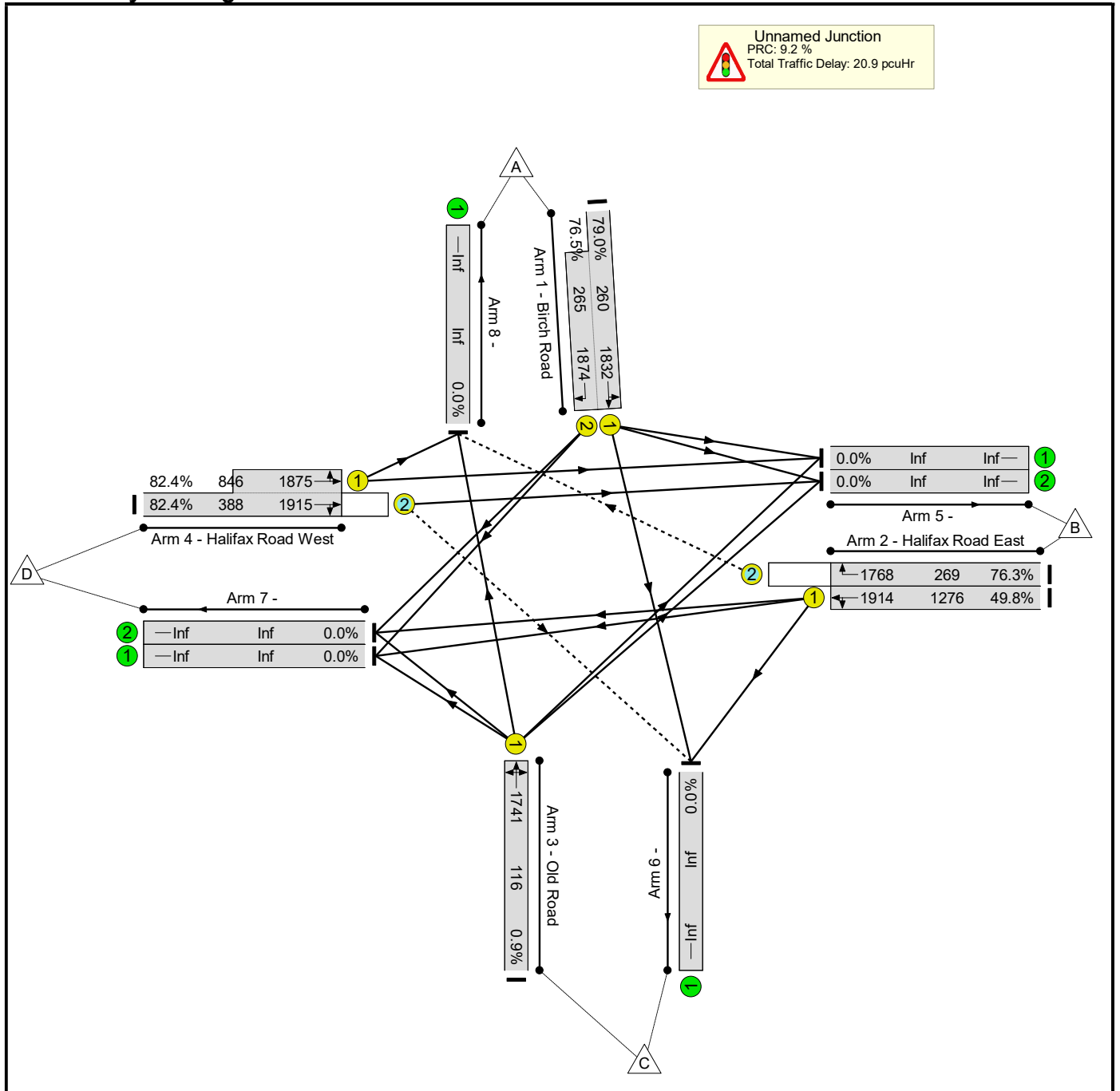
Basic Results Summary

Network Results

Basic Results Summary

Scenario 2: 'PM Observed' (FG2: 'PM Survey', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

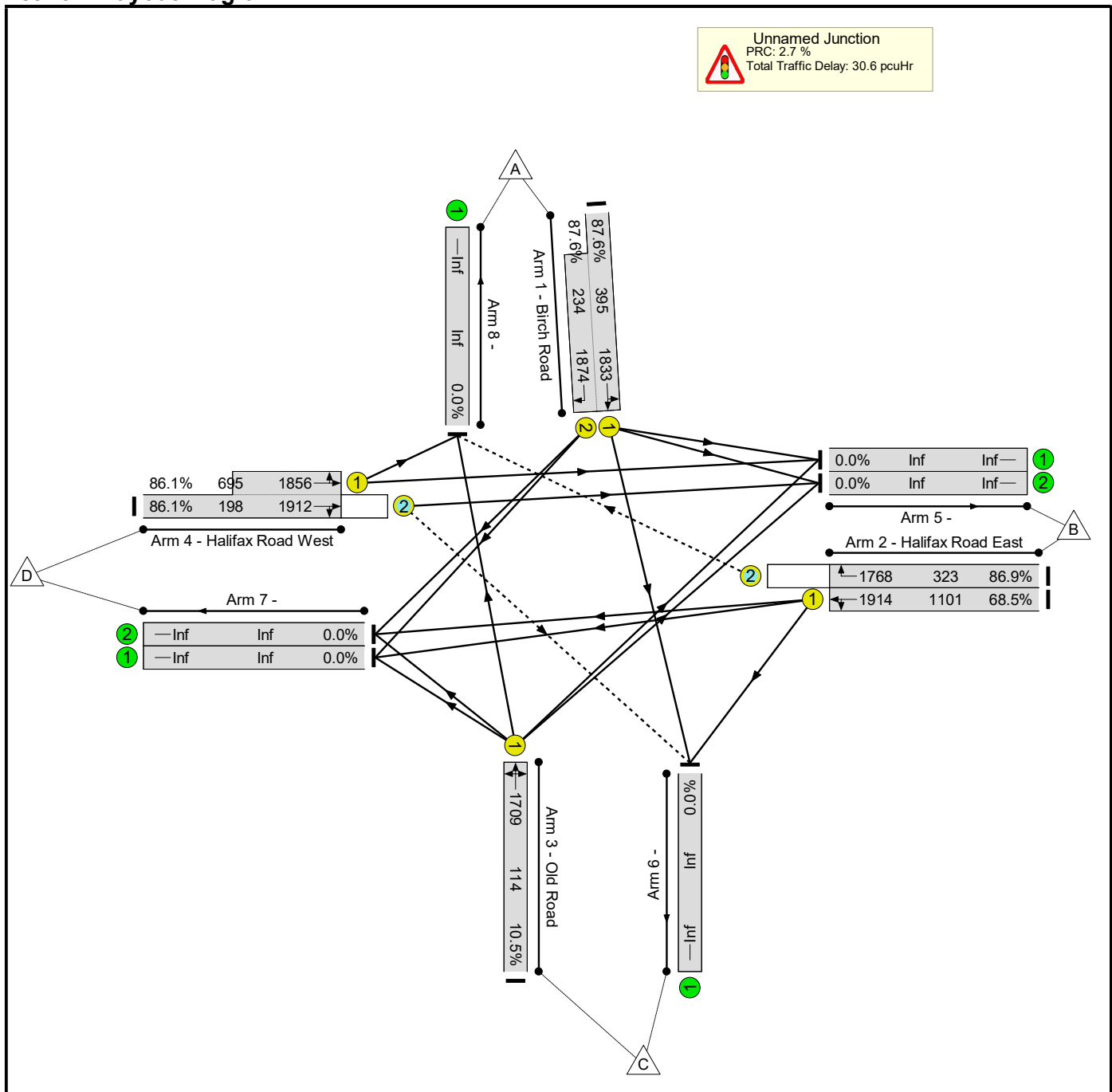


Network Results

Basic Results Summary

Scenario 3: 'AM Demand' (FG9: 'AM Peak Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

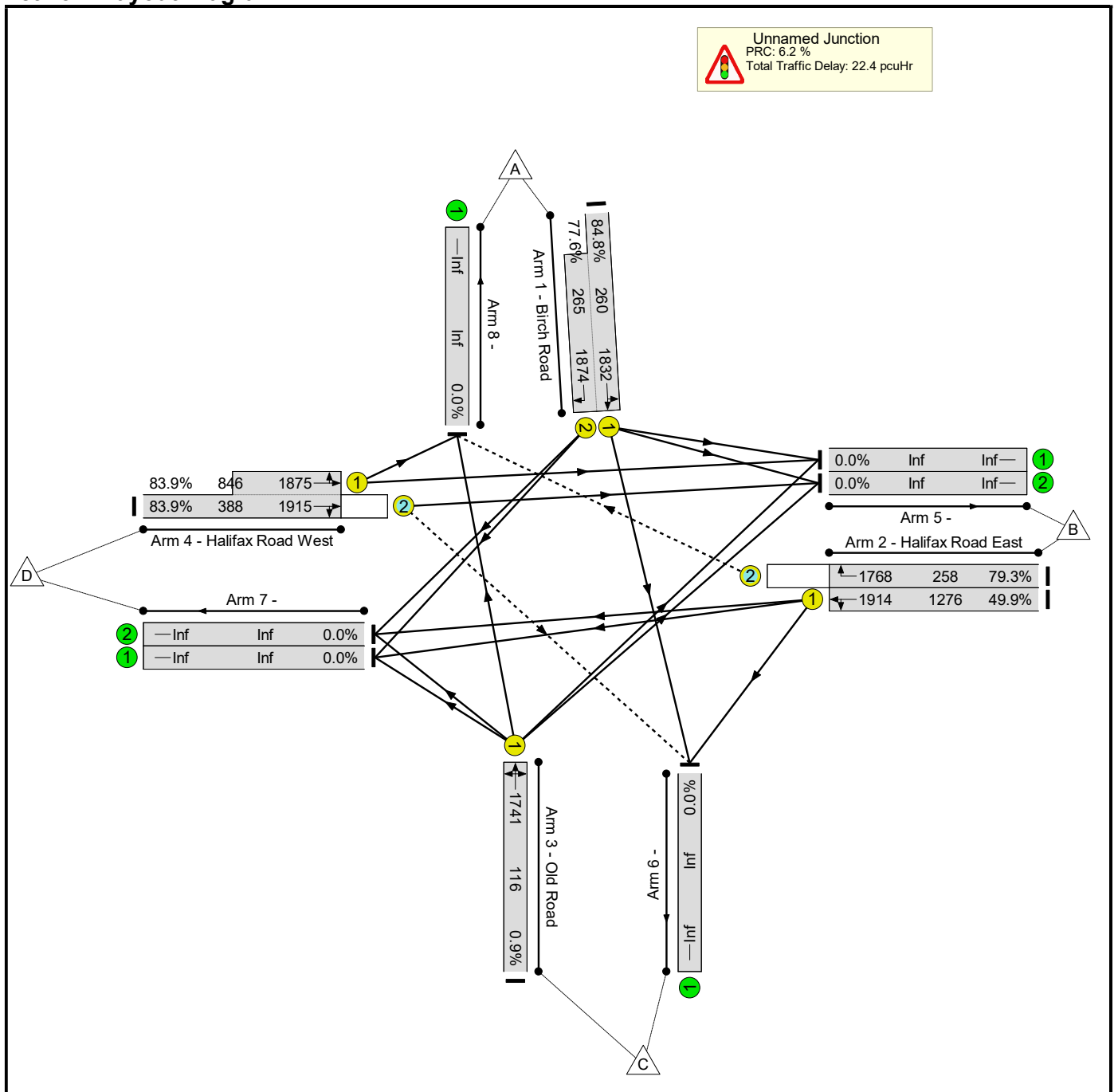


Network Results

Basic Results Summary

Scenario 4: 'PM Demand' (FG10: 'PM Peak Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

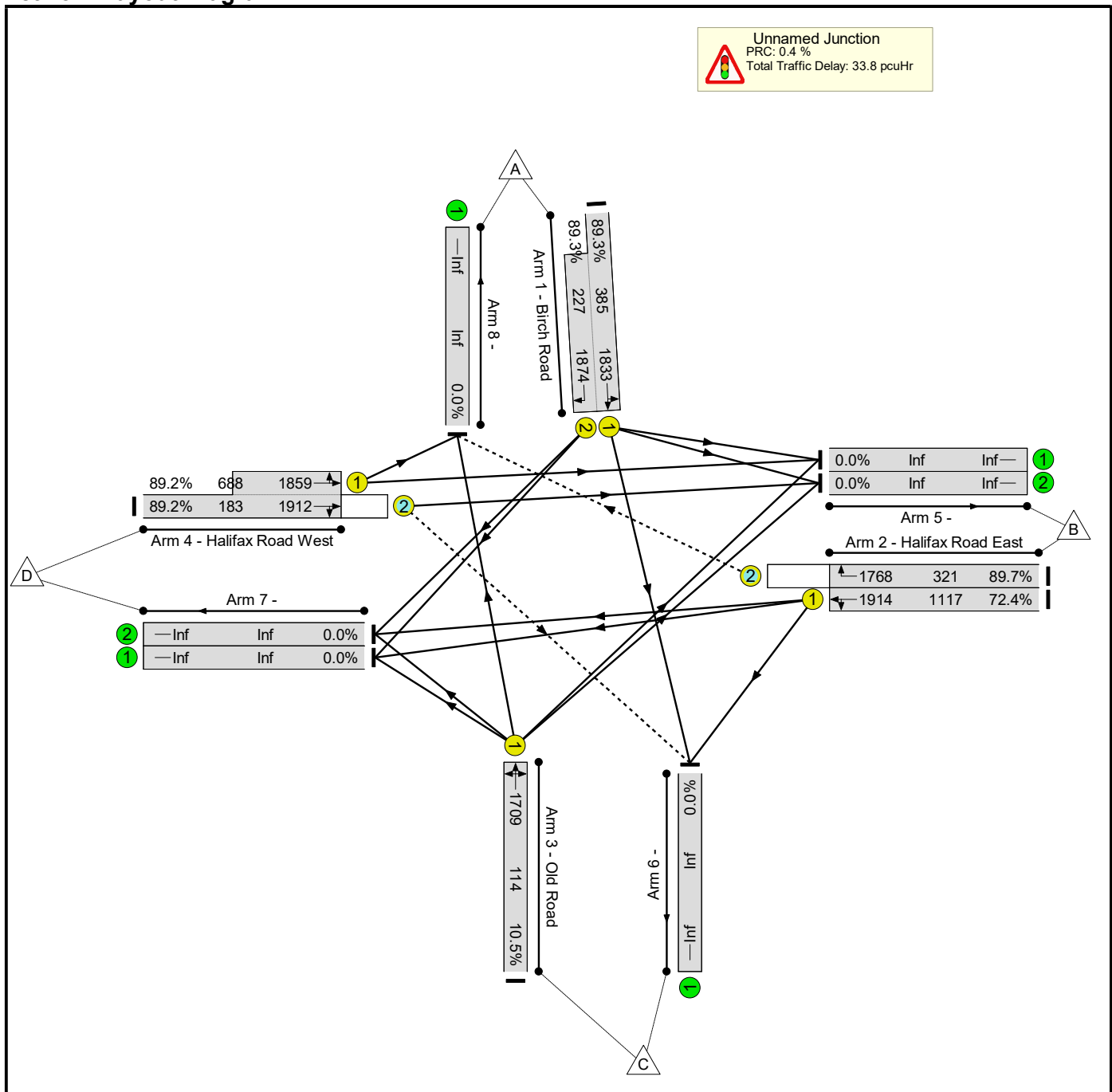


Network Results

Basic Results Summary

Scenario 5: 'AM Future' (FG3: 'AM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

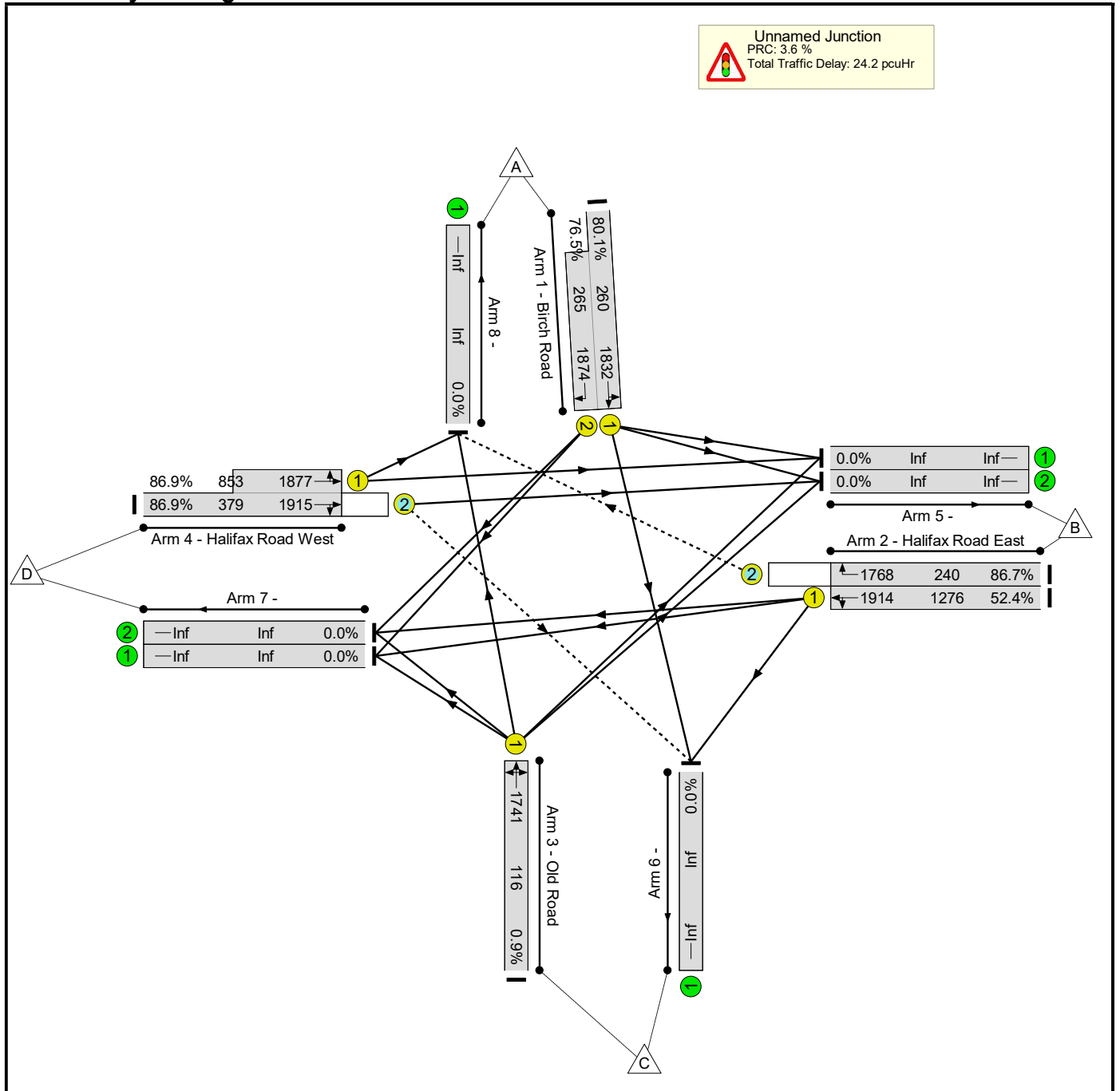


Network Results

Basic Results Summary

Scenario 6: 'PM Future' (FG4: 'PM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

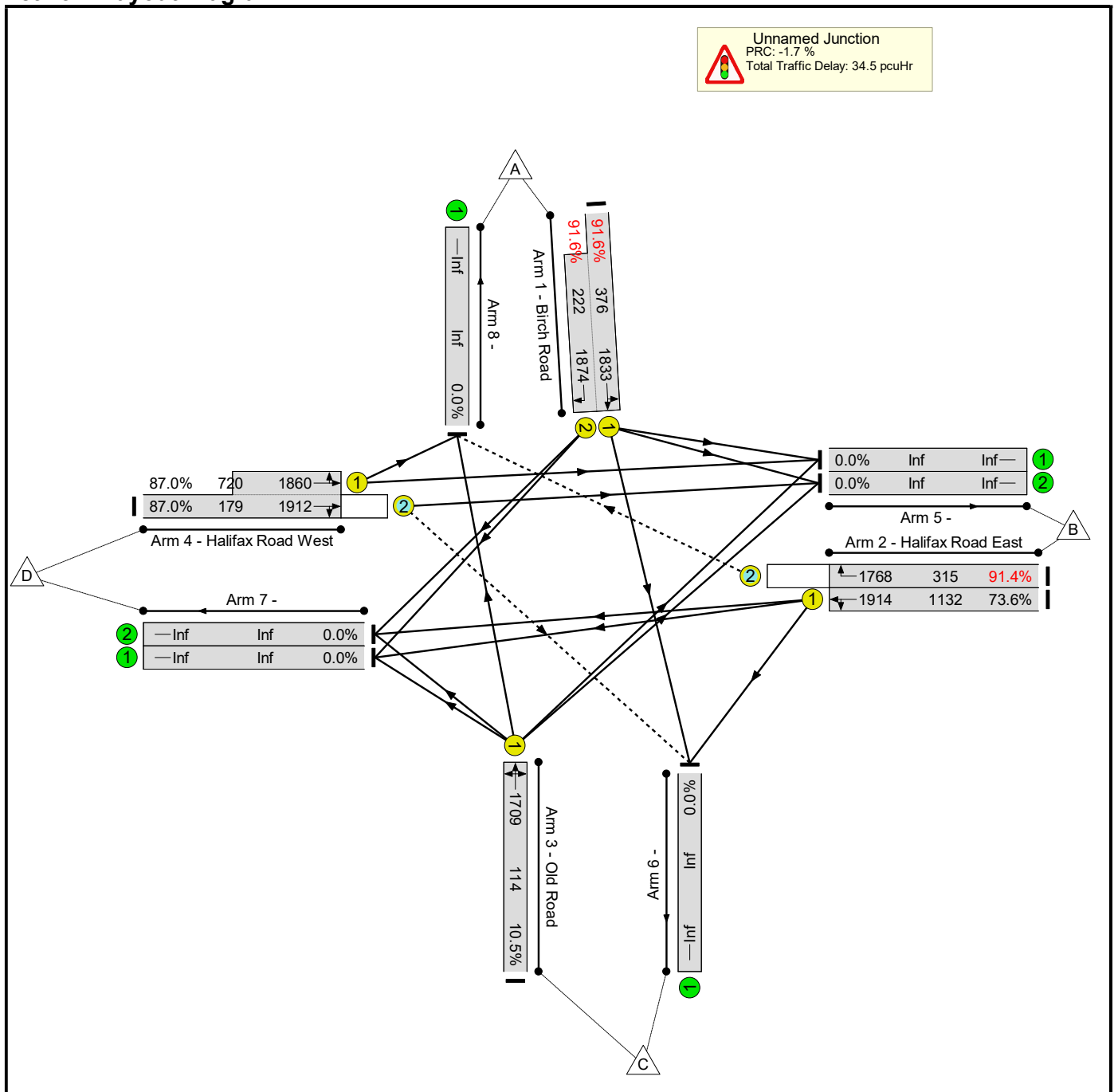


Network Results

Basic Results Summary

Scenario 7: 'AM Future+Resi' (FG5: 'AM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

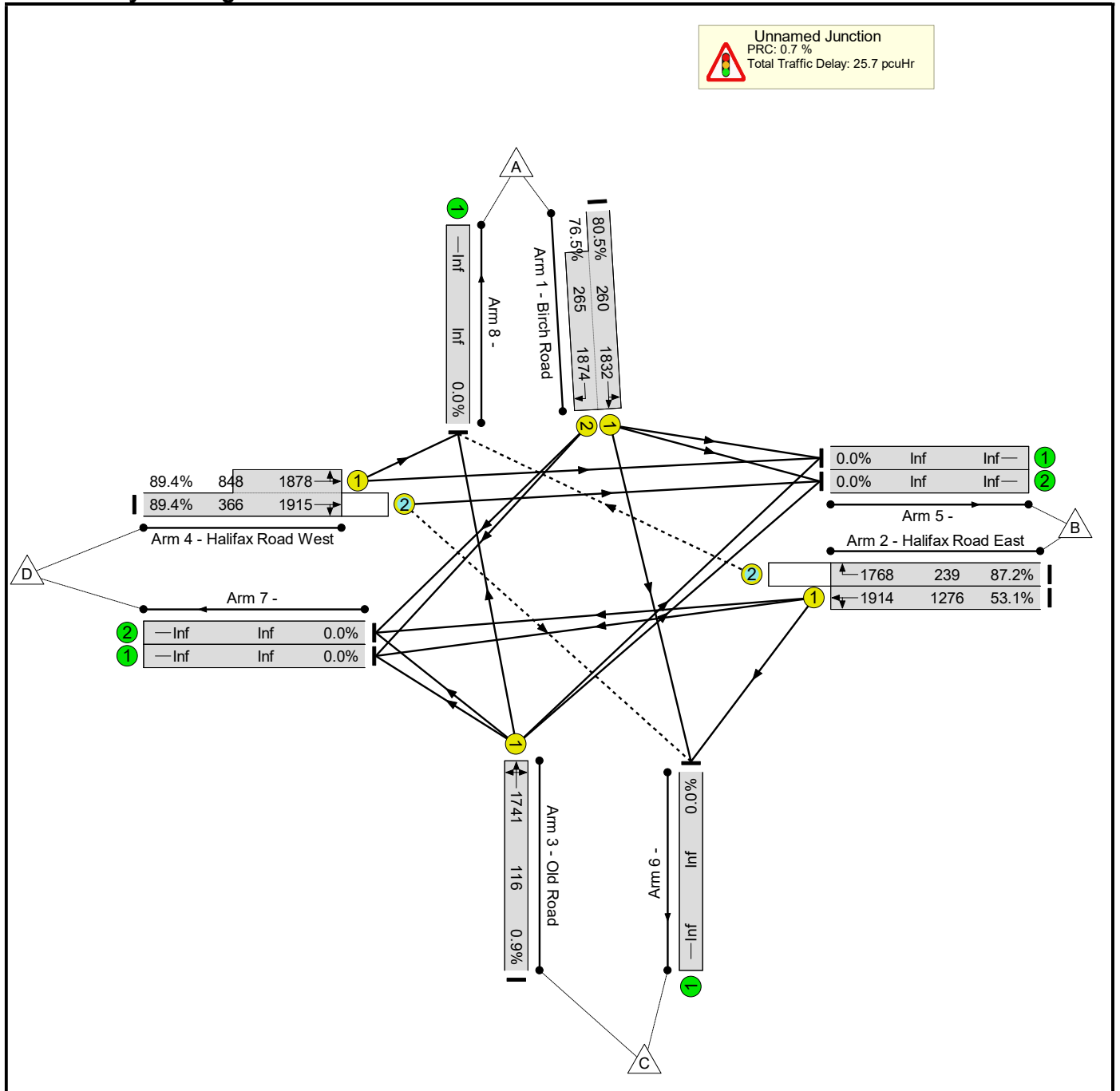


Network Results

Basic Results Summary

Scenario 8: 'PM Future+Resi' (FG6: 'PM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



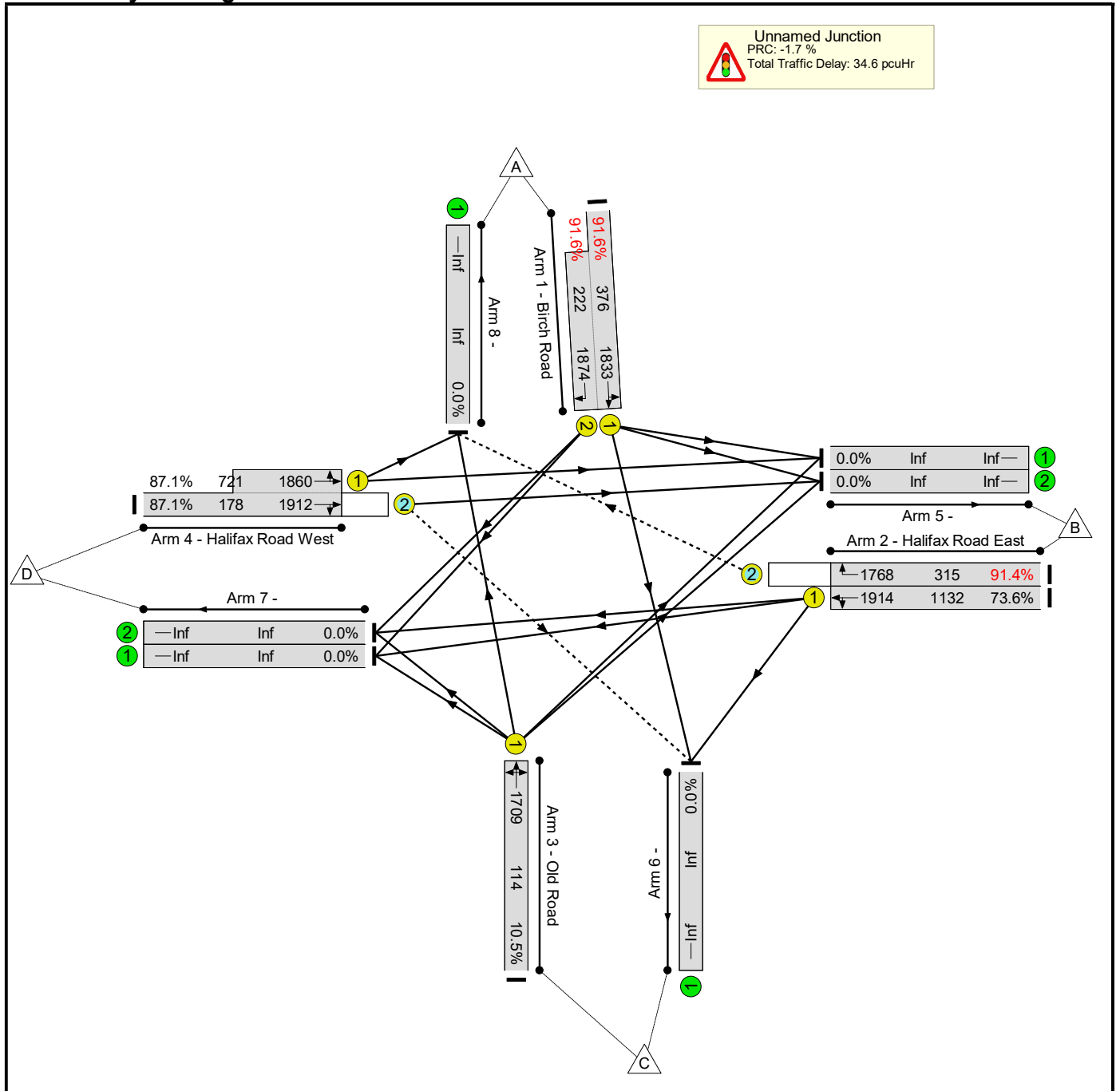
Network Results

C1	PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	25.71	Cycle Time (s): 120
	PRC Over All Lanes (%):	0.7	Total Delay Over All Lanes(pcuHr):	25.71	

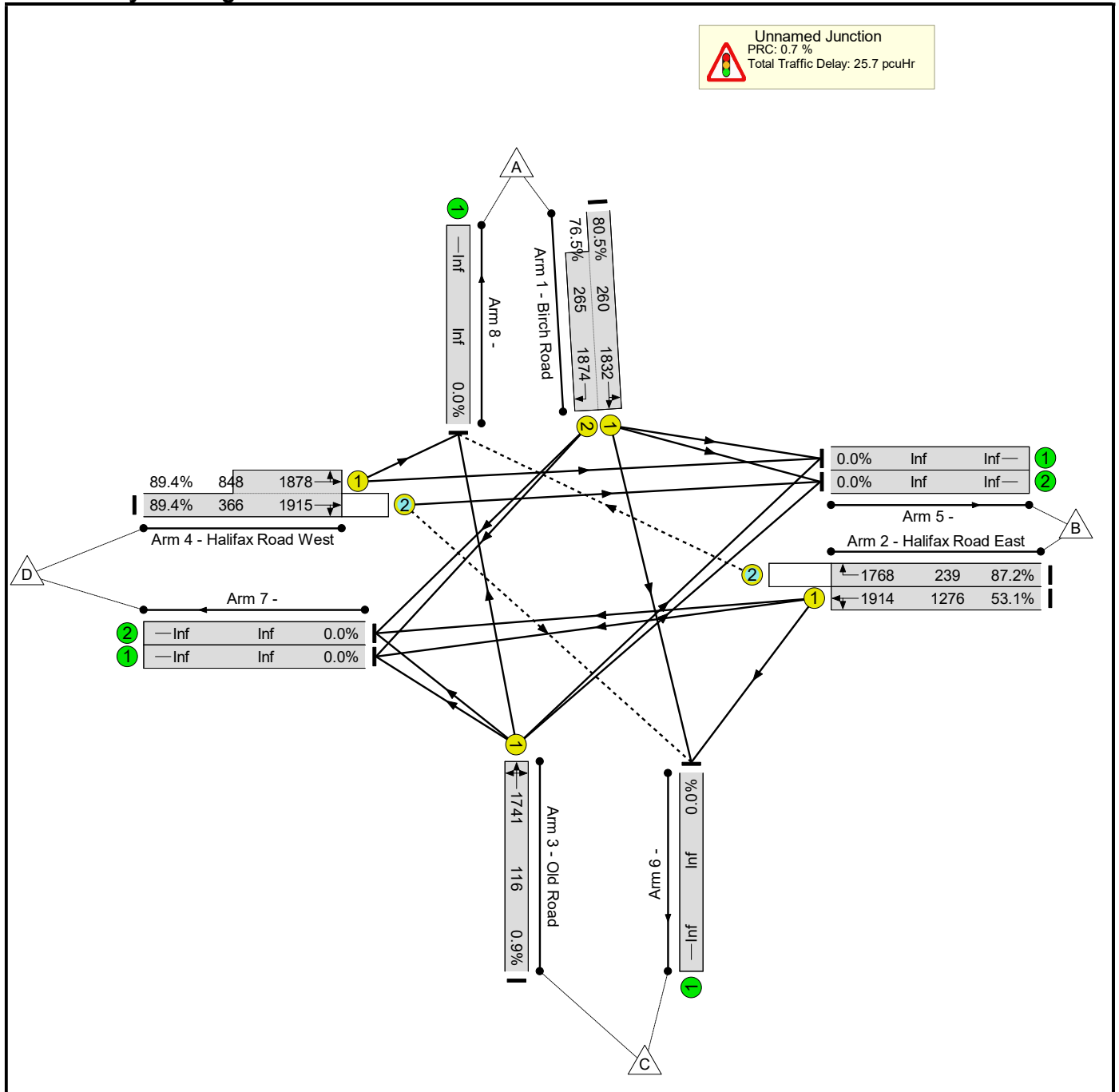
Basic Results Summary

Scenario 9: 'AM Future Base+Resi+sch' (FG7: 'AM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Layout Diagram

Network Results

Basic Results Summary

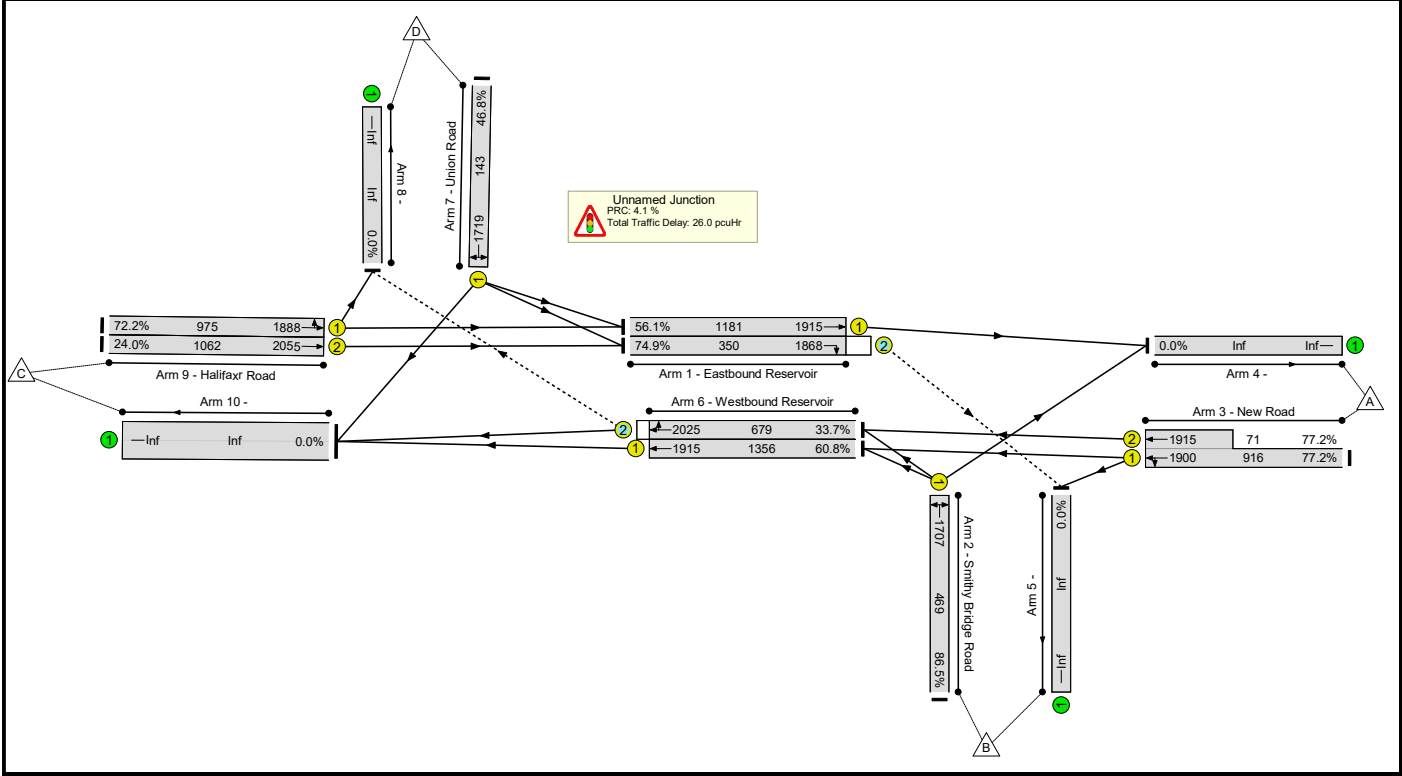
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Smithy Bridge - Union Road - Halifax Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Survey' (FG1: 'AM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

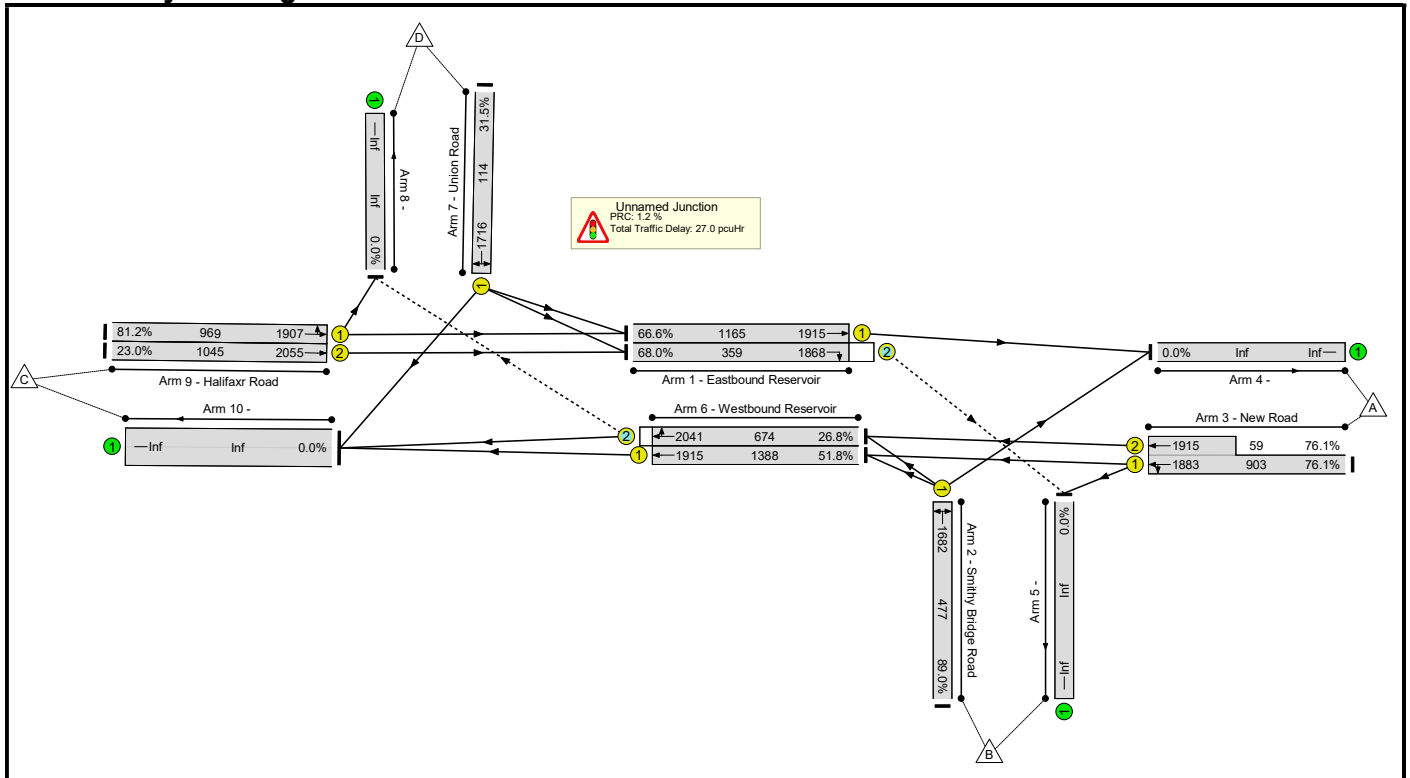


Network Results

Basic Results Summary

Scenario 2: 'PM Survey' (FG2: 'PM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



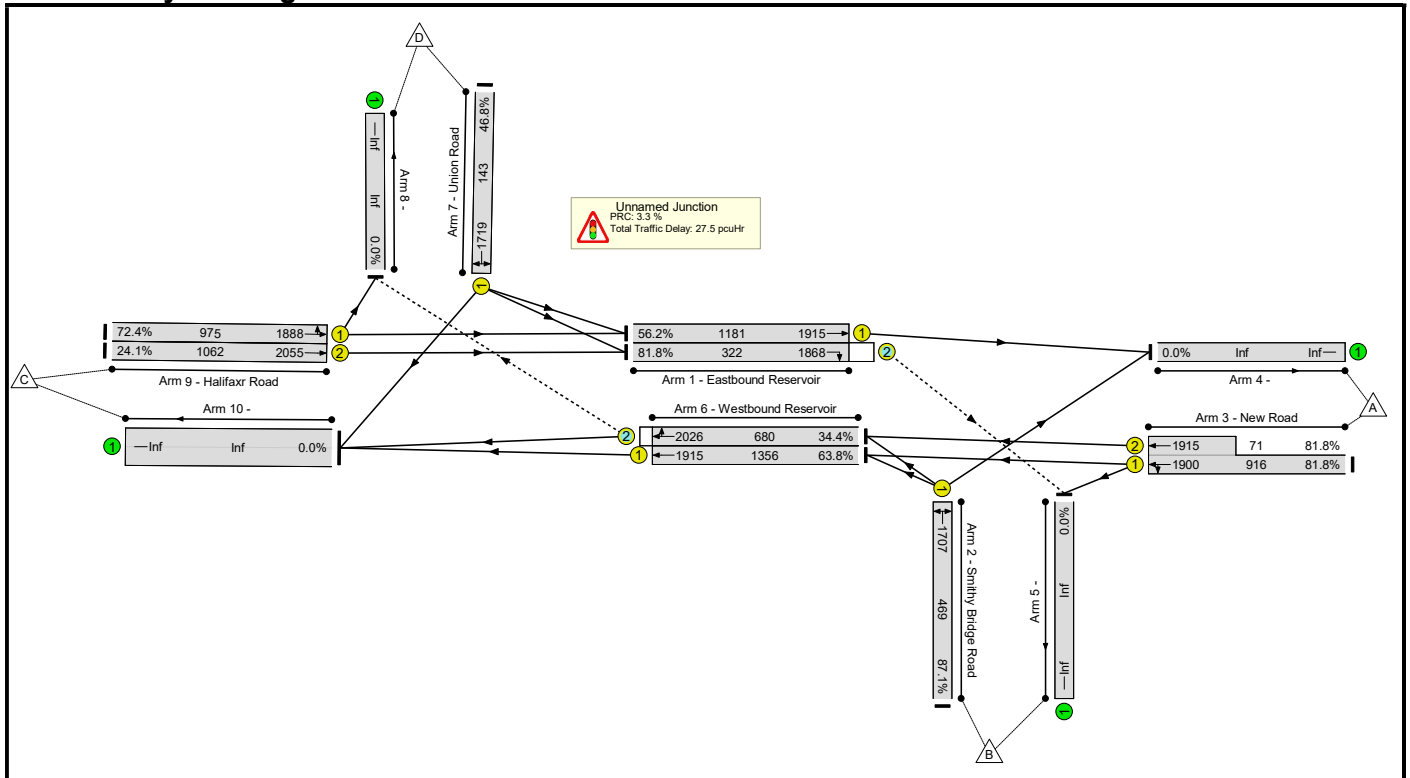
Network Results

C1	PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	26.96	Cycle Time (s): 120
	PRC Over All Lanes (%):	1.2	Total Delay Over All Lanes(pcuHr):	26.96	

Basic Results Summary

Scenario 3: 'AM Demand' (FG9: 'AM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



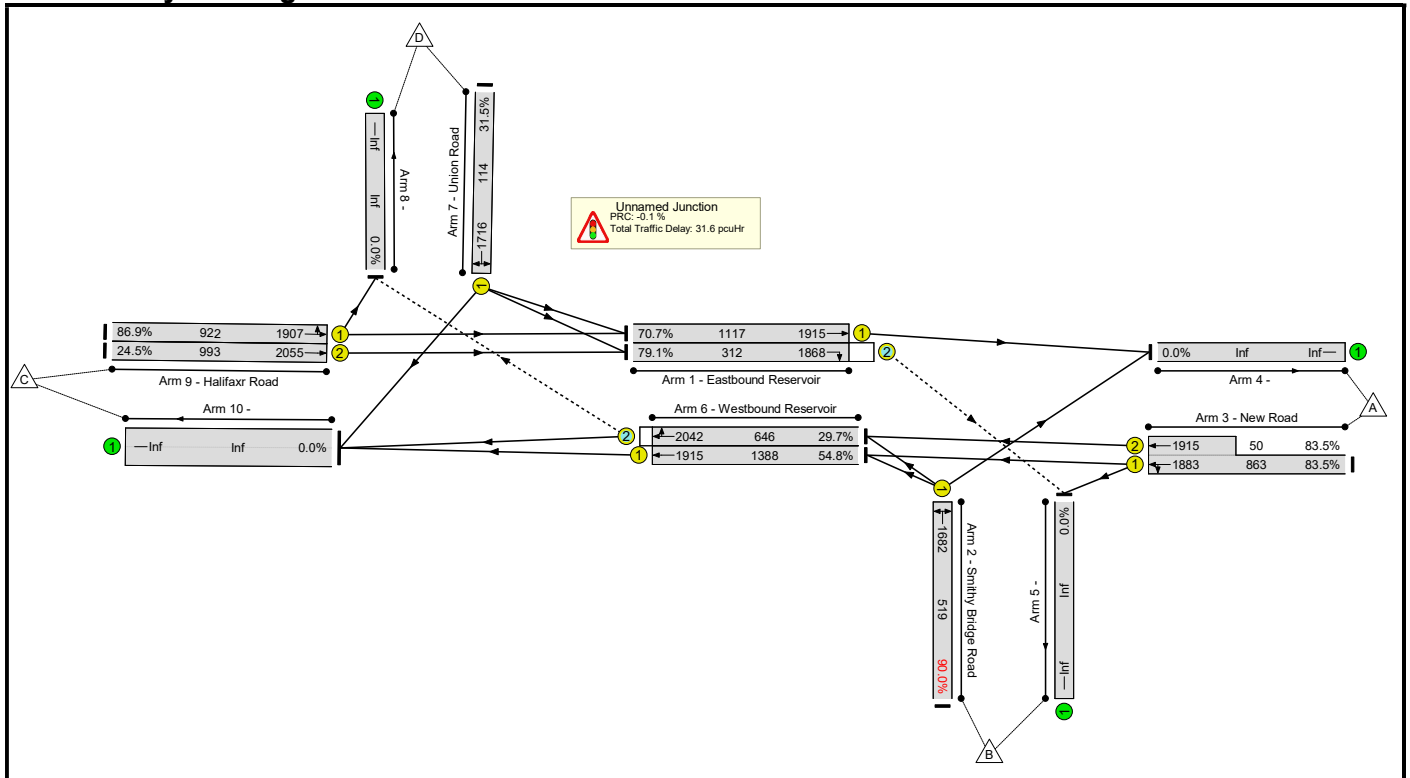
Network Results

C1	PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	27.51	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.3	Total Delay Over All Lanes(pcuHr):	27.51	

Basic Results Summary

Scenario 4: 'PM Demand' (FG10: 'PM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

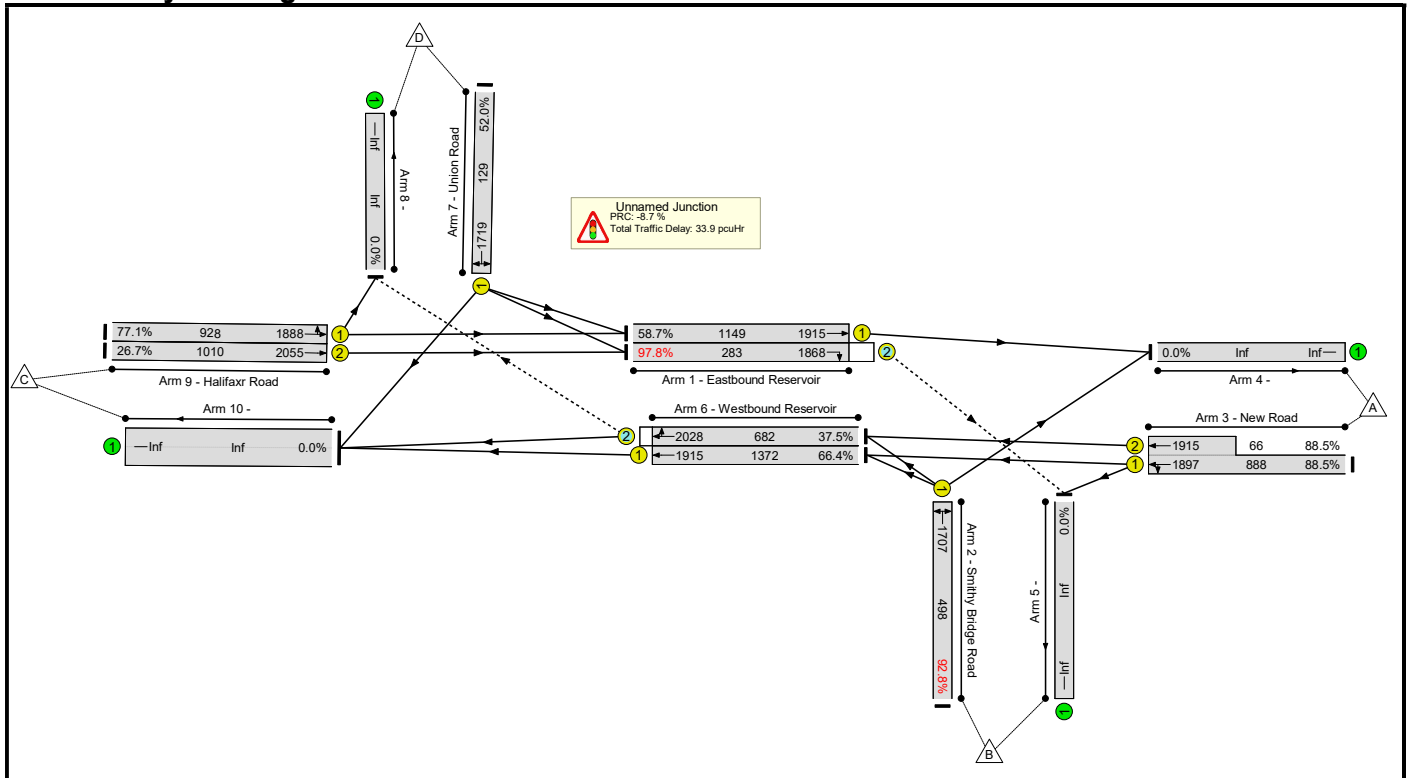


Network Results

Basic Results Summary

Scenario 5: 'AM Future Base' (FG3: 'AM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

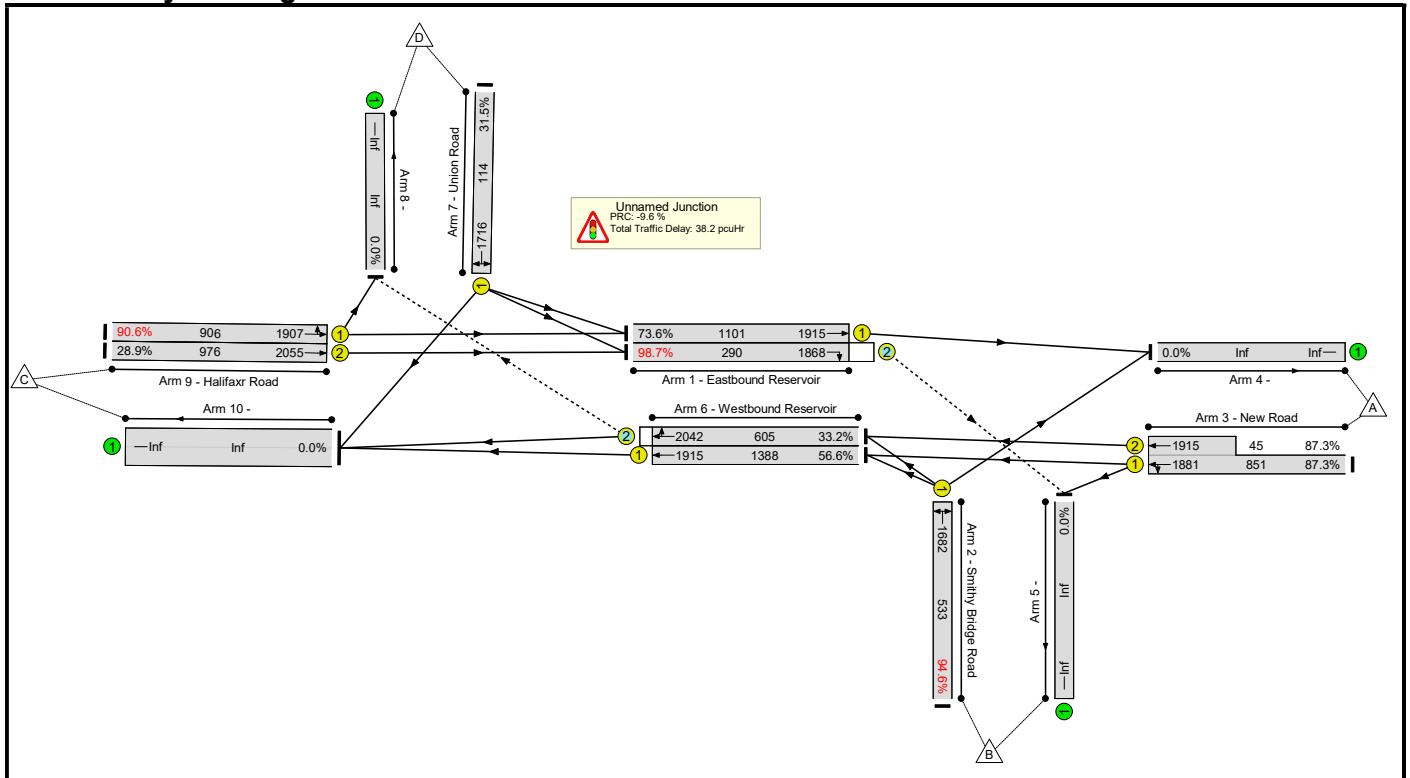


Network Results

Basic Results Summary

Scenario 6: 'PM Future Base' (FG4: 'PM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

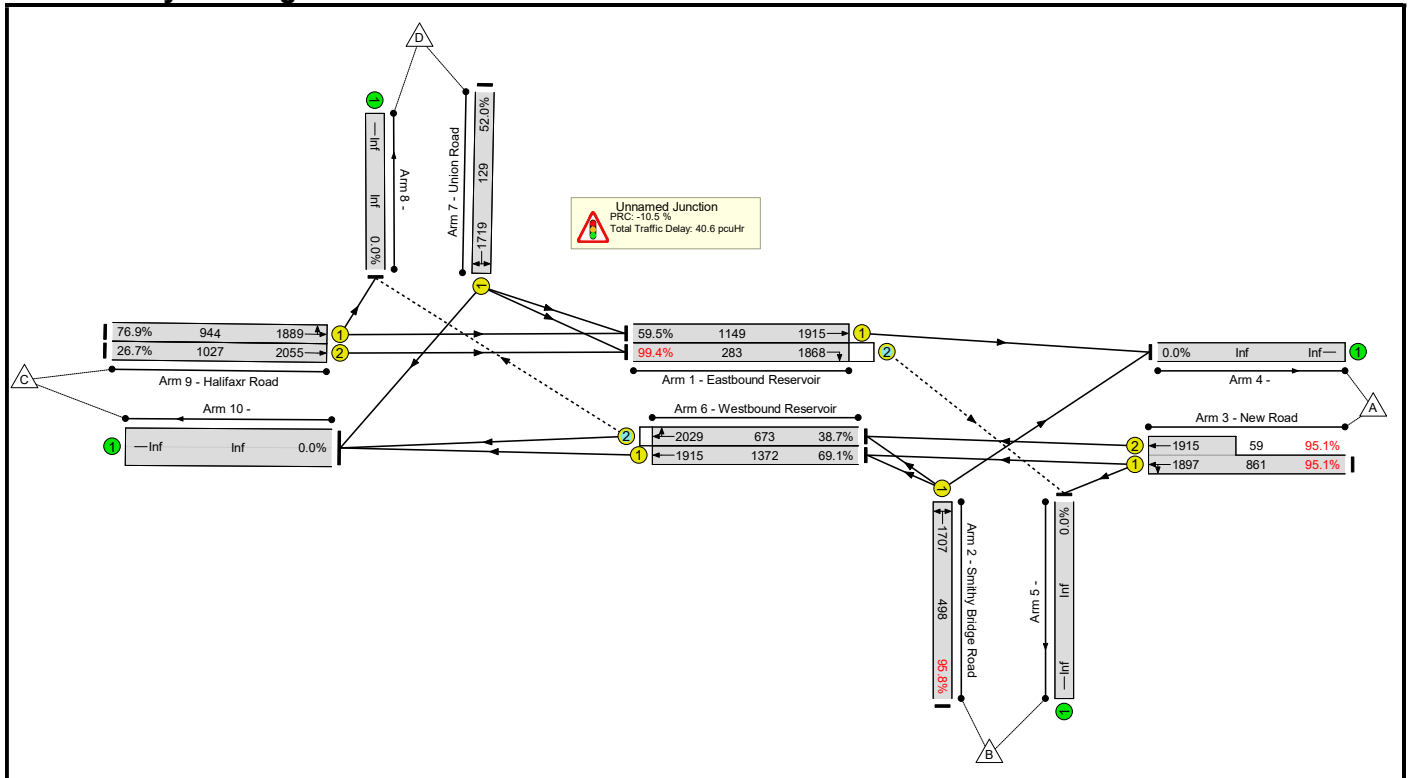


Network Results

Basic Results Summary

Scenario 7: 'AM Future Base+Resi' (FG5: 'AM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

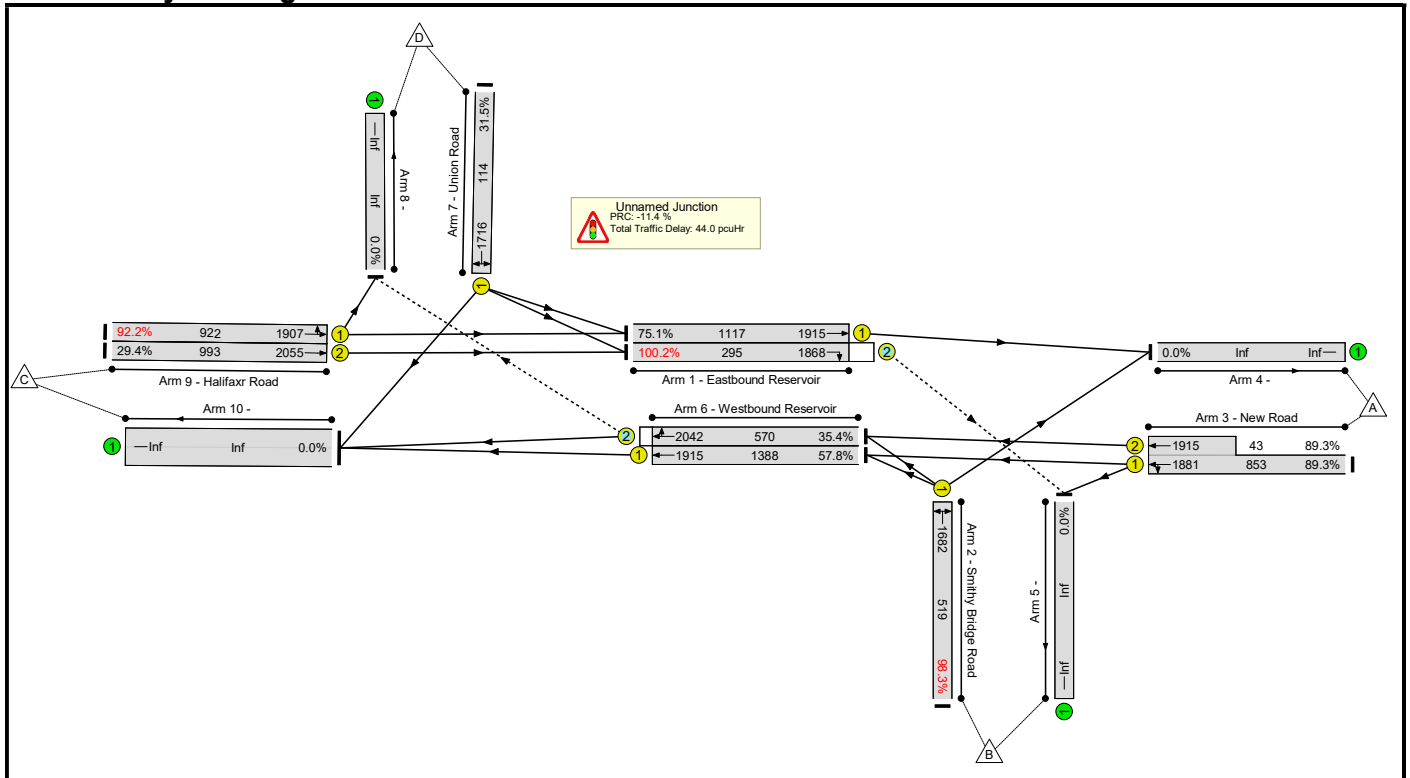


Network Results

Basic Results Summary

Scenario 8: 'PM Future Base+Resi' (FG6: 'PM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

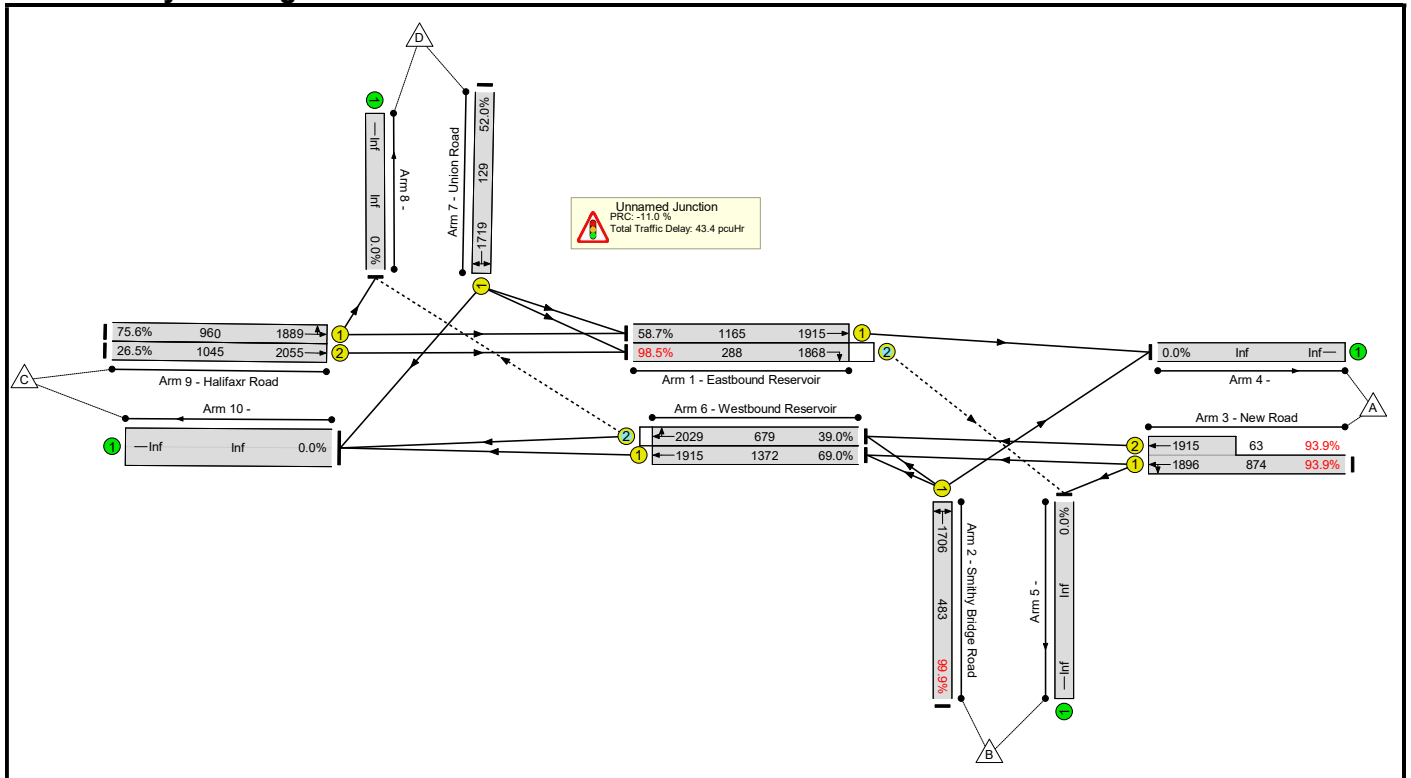


Network Results

Basic Results Summary

Scenario 9: 'AM Future Base+Resi+Sch' (FG7: 'AM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

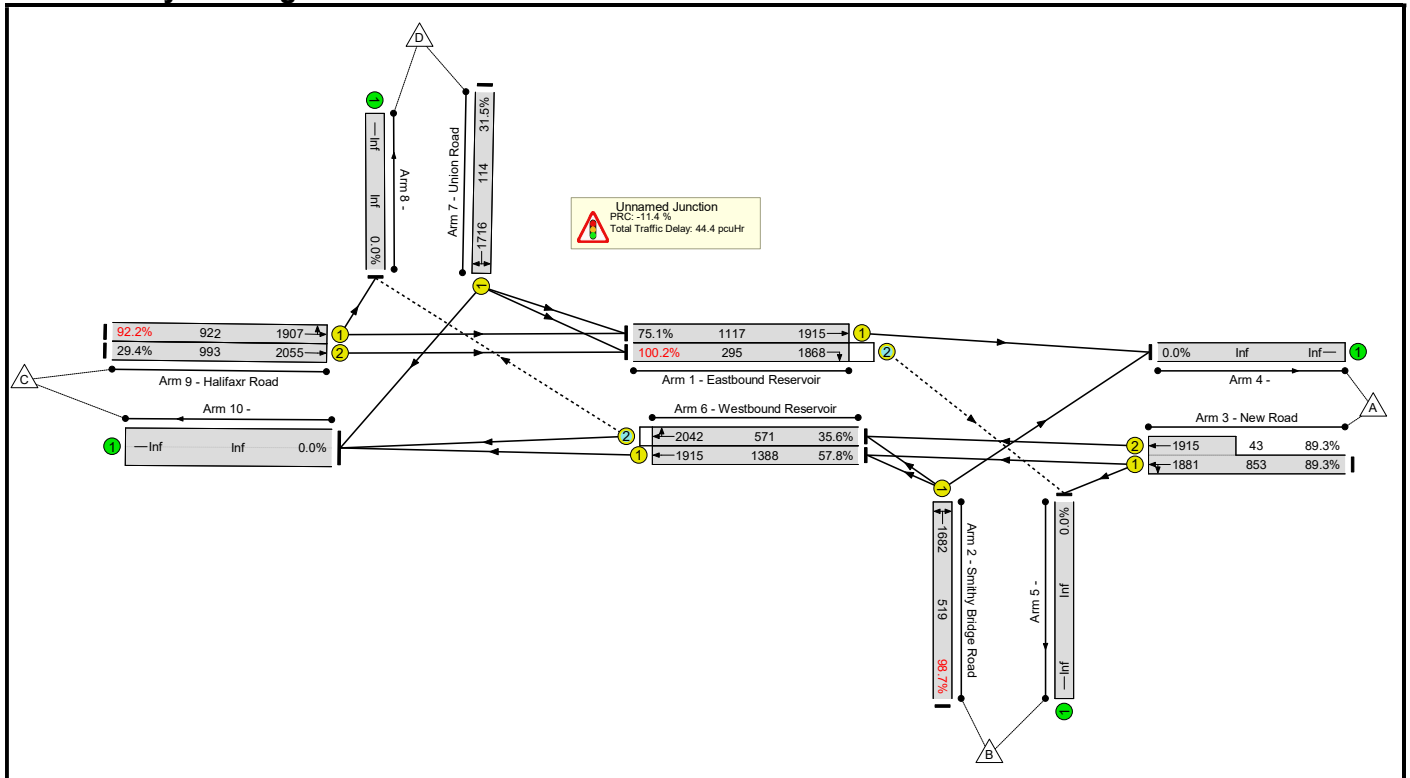


Network Results

Basic Results Summary

Scenario 10: 'PM Future Base+Resi+Sch' (FG8: 'PM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Junctions 9		
ARCADY 9 - Roundabout 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: Smithy Bridge Road-Milnrow Road.j9

Path: \\mafs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 09:29:09

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022						
1 - Smithy Bridge Rd E	2.5	15.80	0.71	1.4	10.44	0.58
2 - Milnrow Rd	1.1	7.66	0.52	3.8	16.54	0.79
3 - Smithy Bridge Rd W	1.0	11.07	0.49	1.2	14.80	0.54
Future Base						
1 - Smithy Bridge Rd E	3.8	22.01	0.79	1.6	11.47	0.61
2 - Milnrow Rd	1.3	8.17	0.55	5.7	23.29	0.85
3 - Smithy Bridge Rd W	1.2	12.81	0.55	1.5	17.51	0.60
Future Base+Resi						
1 - Smithy Bridge Rd E	8.6	45.26	0.90	1.9	12.91	0.66
2 - Milnrow Rd	1.4	8.90	0.58	9.7	37.95	0.91
3 - Smithy Bridge Rd W	1.3	13.83	0.57	2.1	23.63	0.68
Future Base+Resi+Sch						
1 - Smithy Bridge Rd E	9.8	50.95	0.91	1.9	13.05	0.66
2 - Milnrow Rd	1.5	9.10	0.59	9.9	38.40	0.91
3 - Smithy Bridge Rd W	1.5	14.81	0.60	2.1	23.79	0.68

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

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

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15
D2	2022	PM	FLAT	00:00	01:30	90	15
D4	Future Base	AM	FLAT	00:00	01:30	90	15
D5	Future Base	PM	FLAT	00:00	01:30	90	15
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	11.72	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Smithy Bridge Rd E	
2	Milnrow Rd	
3	Smithy Bridge Rd W	

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 - Smithy Bridge Rd E	3.80	3.80	4.47	0.2	14.34	10.00	0.0	
2 - Milnrow Rd	3.60	3.60	3.60	0.0	11.96	10.00	0.0	
3 - Smithy Bridge Rd W	3.00	3.00	3.00	0.0	16.34	16.34	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Smithy Bridge Rd E				0.625	946
2 - Milnrow Rd	✓	0.615	1120	0.615	1120
3 - Smithy Bridge Rd W				0.639	856

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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	577	100.000
2 - Milnrow Rd		✓	530	100.000
3 - Smithy Bridge Rd W		✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	425	152
	2 - Milnrow Rd	335	0	195
	3 - Smithy Bridge Rd W	97	217	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	3	3
	2 - Milnrow Rd	7	0	4
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.71	15.80	2.5	C
2 - Milnrow Rd	0.52	7.66	1.1	A
3 - Smithy Bridge Rd W	0.49	11.07	1.0	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	214	812	0.710	567	2.4	14.579	B
2 - Milnrow Rd	530	149	1028	0.516	526	1.1	7.508	A
3 - Smithy Bridge Rd W	314	332	644	0.488	310	0.9	10.775	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	217	811	0.712	577	2.5	15.733	C
2 - Milnrow Rd	530	152	1027	0.516	530	1.1	7.659	A
3 - Smithy Bridge Rd W	314	335	642	0.489	314	1.0	11.066	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	217	811	0.712	577	2.5	15.772	C
2 - Milnrow Rd	530	152	1027	0.516	530	1.1	7.660	A
3 - Smithy Bridge Rd W	314	335	642	0.489	314	1.0	11.071	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	217	811	0.712	577	2.5	15.784	C
2 - Milnrow Rd	530	152	1027	0.516	530	1.1	7.660	A
3 - Smithy Bridge Rd W	314	335	642	0.489	314	1.0	11.073	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	217	811	0.712	577	2.5	15.790	C
2 - Milnrow Rd	530	152	1027	0.516	530	1.1	7.660	A
3 - Smithy Bridge Rd W	314	335	642	0.489	314	1.0	11.073	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	577	217	811	0.712	577	2.5	15.795	C
2 - Milnrow Rd	530	152	1027	0.516	530	1.1	7.660	A
3 - Smithy Bridge Rd W	314	335	642	0.489	314	1.0	11.073	B

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	14.41	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	475	100.000
2 - Milnrow Rd		✓	836	100.000
3 - Smithy Bridge Rd W		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	371	104
	2 - Milnrow Rd	503	0	333
	3 - Smithy Bridge Rd W	90	200	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	1	0
	2 - Milnrow Rd	2	0	1
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.58	10.44	1.4	B
2 - Milnrow Rd	0.79	16.54	3.8	C
3 - Smithy Bridge Rd W	0.54	14.80	1.2	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	197	823	0.577	470	1.3	10.079	B
2 - Milnrow Rd	836	103	1057	0.791	822	3.5	14.750	B
3 - Smithy Bridge Rd W	290	494	540	0.537	285	1.1	13.991	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	200	821	0.578	475	1.4	10.427	B
2 - Milnrow Rd	836	104	1056	0.792	835	3.7	16.421	C
3 - Smithy Bridge Rd W	290	503	535	0.542	290	1.2	14.760	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	200	821	0.578	475	1.4	10.432	B
2 - Milnrow Rd	836	104	1056	0.792	836	3.7	16.495	C
3 - Smithy Bridge Rd W	290	503	535	0.542	290	1.2	14.783	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	200	821	0.578	475	1.4	10.435	B
2 - Milnrow Rd	836	104	1056	0.792	836	3.8	16.521	C
3 - Smithy Bridge Rd W	290	503	535	0.542	290	1.2	14.792	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	200	821	0.578	475	1.4	10.435	B
2 - Milnrow Rd	836	104	1056	0.792	836	3.8	16.534	C
3 - Smithy Bridge Rd W	290	503	535	0.542	290	1.2	14.795	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	475	200	821	0.578	475	1.4	10.437	B
2 - Milnrow Rd	836	104	1056	0.792	836	3.8	16.542	C
3 - Smithy Bridge Rd W	290	503	535	0.542	290	1.2	14.796	B

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	14.86	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Future Base	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	624	100.000
2 - Milnrow Rd		✓	561	100.000
3 - Smithy Bridge Rd W		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	472	152
	2 - Milnrow Rd	356	0	205
	3 - Smithy Bridge Rd W	97	248	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	3	3
	2 - Milnrow Rd	7	0	4
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.79	22.01	3.8	C
2 - Milnrow Rd	0.55	8.17	1.3	A
3 - Smithy Bridge Rd W	0.55	12.81	1.2	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	245	793	0.787	610	3.4	18.977	C
2 - Milnrow Rd	561	149	1029	0.545	556	1.2	7.970	A
3 - Smithy Bridge Rd W	345	353	631	0.547	340	1.2	12.326	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	248	791	0.789	623	3.6	21.733	C
2 - Milnrow Rd	561	152	1027	0.546	561	1.3	8.166	A
3 - Smithy Bridge Rd W	345	356	629	0.549	345	1.2	12.795	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	248	791	0.789	624	3.7	21.901	C
2 - Milnrow Rd	561	152	1027	0.546	561	1.3	8.169	A
3 - Smithy Bridge Rd W	345	356	629	0.549	345	1.2	12.806	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	248	791	0.789	624	3.7	21.960	C
2 - Milnrow Rd	561	152	1027	0.547	561	1.3	8.171	A
3 - Smithy Bridge Rd W	345	356	629	0.549	345	1.2	12.808	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	248	791	0.789	624	3.7	21.988	C
2 - Milnrow Rd	561	152	1027	0.547	561	1.3	8.171	A
3 - Smithy Bridge Rd W	345	356	629	0.549	345	1.2	12.809	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	624	248	791	0.789	624	3.8	22.008	C
2 - Milnrow Rd	561	152	1027	0.547	561	1.3	8.171	A
3 - Smithy Bridge Rd W	345	356	629	0.549	345	1.2	12.809	B

Future Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	18.80	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Future Base	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	497	100.000
2 - Milnrow Rd		✓	900	100.000
3 - Smithy Bridge Rd W		✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	392	105
	2 - Milnrow Rd	539	0	361
	3 - Smithy Bridge Rd W	90	215	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	1	0
	2 - Milnrow Rd	2	0	1
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.61	11.47	1.6	B
2 - Milnrow Rd	0.85	23.29	5.7	C
3 - Smithy Bridge Rd W	0.60	17.51	1.5	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	211	814	0.610	491	1.5	10.980	B
2 - Milnrow Rd	900	104	1056	0.852	880	5.1	18.940	C
3 - Smithy Bridge Rd W	305	527	520	0.587	300	1.4	16.100	C

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	215	812	0.612	497	1.6	11.457	B
2 - Milnrow Rd	900	105	1055	0.853	899	5.4	22.756	C
3 - Smithy Bridge Rd W	305	538	512	0.595	305	1.4	17.408	C

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	215	812	0.612	497	1.6	11.469	B
2 - Milnrow Rd	900	105	1055	0.853	899	5.6	23.067	C
3 - Smithy Bridge Rd W	305	539	512	0.596	305	1.5	17.476	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	215	812	0.612	497	1.6	11.472	B
2 - Milnrow Rd	900	105	1055	0.853	900	5.6	23.189	C
3 - Smithy Bridge Rd W	305	539	512	0.596	305	1.5	17.494	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	215	812	0.612	497	1.6	11.475	B
2 - Milnrow Rd	900	105	1055	0.853	900	5.7	23.253	C
3 - Smithy Bridge Rd W	305	539	512	0.596	305	1.5	17.503	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	497	215	812	0.612	497	1.6	11.475	B
2 - Milnrow Rd	900	105	1055	0.853	900	5.7	23.292	C
3 - Smithy Bridge Rd W	305	539	512	0.596	305	1.5	17.509	C

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	25.69	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	713	100.000
2 - Milnrow Rd		✓	583	100.000
3 - Smithy Bridge Rd W		✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	535	178
	2 - Milnrow Rd	378	0	205
	3 - Smithy Bridge Rd W	104	248	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	3	3
	2 - Milnrow Rd	7	0	4
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.90	45.26	8.6	E
2 - Milnrow Rd	0.58	8.90	1.4	A
3 - Smithy Bridge Rd W	0.57	13.83	1.3	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	244	794	0.899	687	6.6	29.641	D
2 - Milnrow Rd	583	171	1015	0.575	577	1.4	8.600	A
3 - Smithy Bridge Rd W	352	374	617	0.570	347	1.3	13.216	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	248	791	0.901	709	7.6	41.154	E
2 - Milnrow Rd	583	177	1011	0.577	583	1.4	8.882	A
3 - Smithy Bridge Rd W	352	378	615	0.573	352	1.3	13.811	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	248	791	0.901	711	8.1	43.284	E
2 - Milnrow Rd	583	178	1011	0.577	583	1.4	8.893	A
3 - Smithy Bridge Rd W	352	378	615	0.573	352	1.3	13.826	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	248	791	0.901	712	8.3	44.284	E
2 - Milnrow Rd	583	178	1011	0.577	583	1.4	8.895	A
3 - Smithy Bridge Rd W	352	378	615	0.573	352	1.3	13.829	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	248	791	0.901	712	8.5	44.873	E
2 - Milnrow Rd	583	178	1011	0.577	583	1.4	8.898	A
3 - Smithy Bridge Rd W	352	378	615	0.573	352	1.3	13.832	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	713	248	791	0.901	713	8.6	45.264	E
2 - Milnrow Rd	583	178	1011	0.577	583	1.4	8.899	A
3 - Smithy Bridge Rd W	352	378	615	0.573	352	1.3	13.832	B

Future Base+Resi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	28.05	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	532	100.000
2 - Milnrow Rd		✓	958	100.000
3 - Smithy Bridge Rd W		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	419	113
	2 - Milnrow Rd	597	0	361
	3 - Smithy Bridge Rd W	107	215	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	1	0
	2 - Milnrow Rd	2	0	1
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.66	12.91	1.9	B
2 - Milnrow Rd	0.91	37.95	9.7	E
3 - Smithy Bridge Rd W	0.68	23.63	2.1	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	210	815	0.653	525	1.8	12.171	B
2 - Milnrow Rd	958	111	1051	0.911	928	7.6	25.266	D
3 - Smithy Bridge Rd W	322	578	487	0.661	315	1.8	20.267	C

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	215	812	0.655	532	1.9	12.870	B
2 - Milnrow Rd	958	113	1051	0.912	954	8.7	34.781	D
3 - Smithy Bridge Rd W	322	594	477	0.676	321	2.0	23.180	C

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	215	812	0.655	532	1.9	12.896	B
2 - Milnrow Rd	958	113	1051	0.912	956	9.1	36.421	E
3 - Smithy Bridge Rd W	322	596	476	0.677	322	2.0	23.469	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	215	812	0.655	532	1.9	12.903	B
2 - Milnrow Rd	958	113	1051	0.912	957	9.4	37.192	E
3 - Smithy Bridge Rd W	322	596	475	0.677	322	2.1	23.563	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	215	812	0.655	532	1.9	12.906	B
2 - Milnrow Rd	958	113	1051	0.912	957	9.6	37.648	E
3 - Smithy Bridge Rd W	322	597	475	0.678	322	2.1	23.607	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	532	215	812	0.655	532	1.9	12.907	B
2 - Milnrow Rd	958	113	1051	0.912	957	9.7	37.948	E
3 - Smithy Bridge Rd W	322	597	475	0.678	322	2.1	23.632	C

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	28.37	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	723	100.000
2 - Milnrow Rd		✓	590	100.000
3 - Smithy Bridge Rd W		✓	365	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	541	182
	2 - Milnrow Rd	385	0	205
	3 - Smithy Bridge Rd W	117	248	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	3	3
	2 - Milnrow Rd	7	0	4
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.91	50.95	9.8	F
2 - Milnrow Rd	0.59	9.10	1.5	A
3 - Smithy Bridge Rd W	0.60	14.81	1.5	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	244	794	0.911	694	7.2	31.359	D
2 - Milnrow Rd	590	175	1013	0.583	584	1.4	8.773	A
3 - Smithy Bridge Rd W	365	381	613	0.596	359	1.4	14.047	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	248	791	0.914	718	8.4	45.051	E
2 - Milnrow Rd	590	181	1009	0.585	590	1.5	9.078	A
3 - Smithy Bridge Rd W	365	385	610	0.598	365	1.5	14.784	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	248	791	0.914	721	9.0	47.992	E
2 - Milnrow Rd	590	181	1008	0.585	590	1.5	9.090	A
3 - Smithy Bridge Rd W	365	385	610	0.598	365	1.5	14.800	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	248	791	0.914	722	9.4	49.456	E
2 - Milnrow Rd	590	182	1008	0.585	590	1.5	9.096	A
3 - Smithy Bridge Rd W	365	385	610	0.598	365	1.5	14.806	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	248	791	0.914	722	9.6	50.345	F
2 - Milnrow Rd	590	182	1008	0.585	590	1.5	9.099	A
3 - Smithy Bridge Rd W	365	385	610	0.598	365	1.5	14.809	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	723	248	791	0.914	722	9.8	50.946	F
2 - Milnrow Rd	590	182	1008	0.585	590	1.5	9.100	A
3 - Smithy Bridge Rd W	365	385	610	0.598	365	1.5	14.814	B

Future Base+Resi+Sch, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Smithy Bridge Rd-Milnrow Rd	Mini-roundabout		1, 2, 3	28.33	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Smithy Bridge Rd E		✓	535	100.000
2 - Milnrow Rd		✓	958	100.000
3 - Smithy Bridge Rd W		✓	323	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	420	115
	2 - Milnrow Rd	597	0	361
	3 - Smithy Bridge Rd W	108	215	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Smithy Bridge Rd E	2 - Milnrow Rd	3 - Smithy Bridge Rd W
From	1 - Smithy Bridge Rd E	0	1	0
	2 - Milnrow Rd	2	0	1
	3 - Smithy Bridge Rd W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Smithy Bridge Rd E	0.66	13.05	1.9	B
2 - Milnrow Rd	0.91	38.40	9.9	E
3 - Smithy Bridge Rd W	0.68	23.79	2.1	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	210	815	0.656	528	1.8	12.286	B
2 - Milnrow Rd	958	113	1050	0.912	927	7.6	25.426	D
3 - Smithy Bridge Rd W	323	578	487	0.663	316	1.9	20.357	C

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	215	812	0.659	535	1.9	13.009	B
2 - Milnrow Rd	958	115	1049	0.913	954	8.7	35.117	E
3 - Smithy Bridge Rd W	323	594	477	0.678	322	2.0	23.320	C

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	215	812	0.659	535	1.9	13.033	B
2 - Milnrow Rd	958	115	1049	0.913	956	9.2	36.814	E
3 - Smithy Bridge Rd W	323	596	476	0.679	323	2.1	23.617	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	215	812	0.659	535	1.9	13.036	B
2 - Milnrow Rd	958	115	1049	0.913	957	9.5	37.617	E
3 - Smithy Bridge Rd W	323	596	475	0.680	323	2.1	23.712	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	215	812	0.659	535	1.9	13.046	B
2 - Milnrow Rd	958	115	1049	0.913	957	9.7	38.090	E
3 - Smithy Bridge Rd W	323	597	475	0.680	323	2.1	23.758	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Smithy Bridge Rd E	535	215	812	0.659	535	1.9	13.046	B
2 - Milnrow Rd	958	115	1049	0.913	957	9.9	38.405	E
3 - Smithy Bridge Rd W	323	597	475	0.680	323	2.1	23.786	C

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: Lake Bank-Milbury Drive.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 17:52:54

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-C	0.0	7.33	0.03	A	0.0	7.00	0.04	A
Stream B-A	0.0	13.56	0.04	B	0.0	13.63	0.04	B
Stream C-AB	0.1	5.41	0.04	A	0.0	4.68	0.02	A
Future Base								
Stream B-C	0.0	7.53	0.03	A	0.0	7.06	0.04	A
Stream B-A	0.0	14.27	0.04	B	0.1	14.14	0.05	B
Stream C-AB	0.1	5.38	0.04	A	0.0	4.59	0.02	A
Future Base+Resi								
Stream B-C	0.0	8.02	0.03	A	0.0	7.20	0.04	A
Stream B-A	0.0	16.05	0.04	C	0.1	15.18	0.05	C
Stream C-AB	0.1	5.39	0.04	A	0.0	4.43	0.02	A
Future Base+Resi+Sch								
Stream B-C	0.0	8.21	0.04	A	0.0	7.25	0.04	A
Stream B-A	0.1	15.86	0.05	C	0.1	15.21	0.05	C
Stream C-AB	0.1	5.30	0.04	A	0.0	4.42	0.02	A

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

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	00:00	01:30	15
D2	2022	PM	ONE HOUR	00:00	01:30	15
D4	Future Base	AM	ONE HOUR	00:00	01:30	15
D5	Future Base	PM	ONE HOUR	00:00	01:30	15
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lake Bank		Major
B	Milbury Drive		Minor
C	Smithy Bridge Road		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 - Smithy Bridge Road	7.20			99.0	✓	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 - Milbury Drive	One lane plus flare	8.65	4.65	3.68	3.02	2.77		1.00	26	65

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	503	0.087	0.220	0.138	0.314
B-C	727	0.106	0.267	-	-
C-B	631	0.232	0.232	-	-

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)
D1	2022	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	562	100.000
B - Milbury Drive		✓	26	100.000
C - Smithy Bridge Road		✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
	From			
	A - Lake Bank	0	8	554
	B - Milbury Drive	10	0	16
	C - Smithy Bridge Road	404	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
	From			
	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.33	0.0	A
B-A	0.04	13.56	0.0	B
C-AB	0.04	5.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	612	0.020	12	0.0	6.603	A
B-A	8	366	0.021	7	0.0	11.034	B
C-AB	15	747	0.020	15	0.0	5.409	A
C-A	298			298			
A-B	6			6			
A-C	417			417			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	589	0.024	14	0.0	6.890	A
B-A	9	340	0.026	9	0.0	11.973	B
C-AB	20	774	0.026	20	0.0	5.256	A
C-A	354			354			
A-B	7			7			
A-C	498			498			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	558	0.032	18	0.0	7.330	A
B-A	11	303	0.036	11	0.0	13.561	B
C-AB	29	812	0.036	29	0.1	5.057	A
C-A	429			429			
A-B	9			9			
A-C	610			610			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	558	0.032	18	0.0	7.331	A
B-A	11	303	0.036	11	0.0	13.562	B
C-AB	29	812	0.036	29	0.1	5.060	A
C-A	429			429			
A-B	9			9			
A-C	610			610			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	589	0.024	14	0.0	6.895	A
B-A	9	340	0.026	9	0.0	11.976	B
C-AB	20	774	0.026	20	0.0	5.257	A
C-A	354			354			
A-B	7			7			
A-C	498			498			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	611	0.020	12	0.0	6.609	A
B-A	8	366	0.021	8	0.0	11.037	B
C-AB	15	747	0.020	15	0.0	5.412	A
C-A	298			298			
A-B	6			6			
A-C	417			417			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	464	100.000
B - Milbury Drive		✓	31	100.000
C - Smithy Bridge Road		✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	20	444
	B - Milbury Drive	12	0	19
	C - Smithy Bridge Road	582	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.00	0.0	A
B-A	0.04	13.63	0.0	B
C-AB	0.02	4.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	632	0.023	14	0.0	6.412	A
B-A	9	367	0.025	9	0.0	11.062	B
C-AB	9	855	0.011	9	0.0	4.684	A
C-A	433			433			
A-B	15			15			
A-C	334			334			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	613	0.028	17	0.0	6.645	A
B-A	11	340	0.032	11	0.0	12.014	B
C-AB	13	902	0.014	13	0.0	4.451	A
C-A	516			516			
A-B	18			18			
A-C	399			399			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	587	0.036	21	0.0	6.995	A
B-A	13	304	0.044	13	0.0	13.635	B
C-AB	19	971	0.020	19	0.0	4.160	A
C-A	628			628			
A-B	22			22			
A-C	489			489			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	587	0.036	21	0.0	6.996	A
B-A	13	304	0.044	13	0.0	13.635	B
C-AB	19	971	0.020	19	0.0	4.162	A
C-A	628			628			
A-B	22			22			
A-C	489			489			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	613	0.028	17	0.0	6.647	A
B-A	11	340	0.032	11	0.0	12.018	B
C-AB	13	902	0.014	13	0.0	4.451	A
C-A	516			516			
A-B	18			18			
A-C	399			399			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	631	0.023	14	0.0	6.416	A
B-A	9	367	0.025	9	0.0	11.067	B
C-AB	9	855	0.011	9	0.0	4.684	A
C-A	433			433			
A-B	15			15			
A-C	334			334			

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	Future Base	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	609	100.000
B - Milbury Drive		✓	26	100.000
C - Smithy Bridge Road		✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	8	601
	B - Milbury Drive	10	0	16
	C - Smithy Bridge Road	425	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.53	0.0	A
B-A	0.04	14.27	0.0	B
C-AB	0.04	5.38	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	602	0.020	12	0.0	6.709	A
B-A	8	356	0.021	7	0.0	11.349	B
C-AB	16	752	0.021	16	0.0	5.380	A
C-A	313			313			
A-B	6			6			
A-C	452			452			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	578	0.025	14	0.0	7.029	A
B-A	9	328	0.027	9	0.0	12.419	B
C-AB	21	779	0.027	21	0.0	5.222	A
C-A	372			372			
A-B	7			7			
A-C	540			540			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	544	0.032	18	0.0	7.525	A
B-A	11	288	0.038	11	0.0	14.272	B
C-AB	31	820	0.038	31	0.1	5.016	A
C-A	450			450			
A-B	9			9			
A-C	662			662			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	544	0.032	18	0.0	7.526	A
B-A	11	288	0.038	11	0.0	14.274	B
C-AB	31	820	0.038	31	0.1	5.017	A
C-A	450			450			
A-B	9			9			
A-C	662			662			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	578	0.025	14	0.0	7.034	A
B-A	9	328	0.027	9	0.0	12.422	B
C-AB	21	779	0.027	21	0.0	5.225	A
C-A	372			372			
A-B	7			7			
A-C	540			540			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	602	0.020	12	0.0	6.712	A
B-A	8	356	0.021	8	0.0	11.352	B
C-AB	16	752	0.021	16	0.0	5.383	A
C-A	313			313			
A-B	6			6			
A-C	452			452			

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	Future Base	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	482	100.000
B - Milbury Drive		✓	31	100.000
C - Smithy Bridge Road		✓	628	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	20	462
	B - Milbury Drive	12	0	19
	C - Smithy Bridge Road	622	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.06	0.0	A
B-A	0.05	14.14	0.1	B
C-AB	0.02	4.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	628	0.023	14	0.0	6.451	A
B-A	9	360	0.025	9	0.0	11.287	B
C-AB	10	873	0.011	10	0.0	4.586	A
C-A	463			463			
A-B	15			15			
A-C	348			348			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	609	0.028	17	0.0	6.694	A
B-A	11	332	0.033	11	0.0	12.334	B
C-AB	14	925	0.015	14	0.0	4.344	A
C-A	551			551			
A-B	18			18			
A-C	415			415			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	581	0.036	21	0.0	7.063	A
B-A	13	293	0.045	13	0.1	14.139	B
C-AB	21	1000	0.021	21	0.0	4.045	A
C-A	670			670			
A-B	22			22			
A-C	509			509			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	581	0.036	21	0.0	7.064	A
B-A	13	293	0.045	13	0.1	14.143	B
C-AB	21	1000	0.021	21	0.0	4.047	A
C-A	670			670			
A-B	22			22			
A-C	509			509			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	608	0.028	17	0.0	6.700	A
B-A	11	332	0.033	11	0.0	12.339	B
C-AB	14	925	0.015	14	0.0	4.346	A
C-A	551			551			
A-B	18			18			
A-C	415			415			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	628	0.023	14	0.0	6.457	A
B-A	9	360	0.025	9	0.0	11.294	B
C-AB	10	873	0.011	10	0.0	4.586	A
C-A	463			463			
A-B	15			15			
A-C	348			348			

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	718	100.000
B - Milbury Drive		✓	26	100.000
C - Smithy Bridge Road		✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	8	710
	B - Milbury Drive	10	0	16
	C - Smithy Bridge Road	454	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.02	0.0	A
B-A	0.04	16.05	0.0	C
C-AB	0.04	5.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	580	0.021	12	0.0	6.968	A
B-A	8	335	0.022	7	0.0	12.075	B
C-AB	17	752	0.022	16	0.0	5.386	A
C-A	334			334			
A-B	6			6			
A-C	535			535			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	551	0.026	14	0.0	7.373	A
B-A	9	303	0.030	9	0.0	13.478	B
C-AB	23	781	0.029	23	0.0	5.224	A
C-A	396			396			
A-B	7			7			
A-C	638			638			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	511	0.034	18	0.0	8.018	A
B-A	11	258	0.043	11	0.0	16.049	C
C-AB	34	824	0.041	34	0.1	5.013	A
C-A	479			479			
A-B	9			9			
A-C	782			782			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	511	0.034	18	0.0	8.020	A
B-A	11	258	0.043	11	0.0	16.055	C
C-AB	34	824	0.041	34	0.1	5.014	A
C-A	479			479			
A-B	9			9			
A-C	782			782			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	551	0.026	14	0.0	7.377	A
B-A	9	303	0.030	9	0.0	13.485	B
C-AB	23	781	0.029	23	0.0	5.227	A
C-A	396			396			
A-B	7			7			
A-C	638			638			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	580	0.021	12	0.0	6.975	A
B-A	8	335	0.022	8	0.0	12.080	B
C-AB	17	752	0.022	17	0.0	5.387	A
C-A	334			334			
A-B	6			6			
A-C	535			535			

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	517	100.000
B - Milbury Drive		✓	31	100.000
C - Smithy Bridge Road		✓	698	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	20	497
	B - Milbury Drive	12	0	19
	C - Smithy Bridge Road	692	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.20	0.0	A
B-A	0.05	15.18	0.1	C
C-AB	0.02	4.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	621	0.023	14	0.0	6.527	A
B-A	9	347	0.026	9	0.0	11.725	B
C-AB	11	905	0.012	11	0.0	4.425	A
C-A	515			515			
A-B	15			15			
A-C	374			374			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	600	0.028	17	0.0	6.793	A
B-A	11	316	0.034	11	0.0	12.964	B
C-AB	15	965	0.016	15	0.0	4.170	A
C-A	612			612			
A-B	18			18			
A-C	447			447			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	571	0.037	21	0.0	7.200	A
B-A	13	274	0.048	13	0.1	15.176	C
C-AB	24	1050	0.023	24	0.0	3.860	A
C-A	744			744			
A-B	22			22			
A-C	547			547			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	571	0.037	21	0.0	7.201	A
B-A	13	274	0.048	13	0.1	15.179	C
C-AB	24	1050	0.023	24	0.0	3.861	A
C-A	744			744			
A-B	22			22			
A-C	547			547			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	600	0.028	17	0.0	6.799	A
B-A	11	316	0.034	11	0.0	12.968	B
C-AB	15	965	0.016	15	0.0	4.170	A
C-A	612			612			
A-B	18			18			
A-C	447			447			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	621	0.023	14	0.0	6.531	A
B-A	9	347	0.026	9	0.0	11.731	B
C-AB	11	905	0.012	11	0.0	4.425	A
C-A	515			515			
A-B	15			15			
A-C	374			374			

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	710	100.000
B - Milbury Drive		✓	29	100.000
C - Smithy Bridge Road		✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	10	700
	B - Milbury Drive	13	0	16
	C - Smithy Bridge Road	474	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	8.21	0.0	A
B-A	0.05	15.86	0.1	C
C-AB	0.04	5.30	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	567	0.021	12	0.0	7.131	A
B-A	10	344	0.028	10	0.0	11.850	B
C-AB	17	764	0.022	17	0.0	5.302	A
C-A	349			349			
A-B	8			8			
A-C	527			527			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	539	0.027	14	0.0	7.548	A
B-A	12	310	0.038	12	0.0	13.256	B
C-AB	23	795	0.029	23	0.0	5.130	A
C-A	414			414			
A-B	9			9			
A-C	629			629			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	500	0.035	18	0.0	8.208	A
B-A	14	264	0.054	14	0.1	15.858	C
C-AB	35	842	0.041	35	0.1	4.908	A
C-A	500			500			
A-B	11			11			
A-C	771			771			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	500	0.035	18	0.0	8.213	A
B-A	14	264	0.054	14	0.1	15.860	C
C-AB	35	842	0.042	35	0.1	4.909	A
C-A	500			500			
A-B	11			11			
A-C	771			771			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	538	0.027	14	0.0	7.559	A
B-A	12	311	0.038	12	0.0	13.253	B
C-AB	23	795	0.029	23	0.0	5.134	A
C-A	414			414			
A-B	9			9			
A-C	629			629			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	567	0.021	12	0.0	7.144	A
B-A	10	344	0.028	10	0.0	11.846	B
C-AB	17	764	0.022	17	0.0	5.303	A
C-A	349			349			
A-B	8			8			
A-C	527			527			

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank -Milbury Drive	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank		✓	520	100.000
B - Milbury Drive		✓	32	100.000
C - Smithy Bridge Road		✓	699	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	0	21	499
	B - Milbury Drive	13	0	19
	C - Smithy Bridge Road	693	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank	B - Milbury Drive	C - Smithy Bridge Road
From	A - Lake Bank	10	10	10
	B - Milbury Drive	10	10	10
	C - Smithy Bridge Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.25	0.0	A
B-A	0.05	15.21	0.1	C
C-AB	0.02	4.42	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	618	0.023	14	0.0	6.563	A
B-A	10	348	0.028	10	0.0	11.713	B
C-AB	11	906	0.012	11	0.0	4.424	A
C-A	516			516			
A-B	16			16			
A-C	376			376			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	597	0.029	17	0.0	6.833	A
B-A	12	317	0.037	12	0.0	12.966	B
C-AB	15	965	0.016	15	0.0	4.169	A
C-A	613			613			
A-B	19			19			
A-C	449			449			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	567	0.037	21	0.0	7.247	A
B-A	14	275	0.052	14	0.1	15.210	C
C-AB	24	1050	0.023	24	0.0	3.859	A
C-A	745			745			
A-B	23			23			
A-C	549			549			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	567	0.037	21	0.0	7.249	A
B-A	14	275	0.052	14	0.1	15.213	C
C-AB	24	1050	0.023	24	0.0	3.860	A
C-A	745			745			
A-B	23			23			
A-C	549			549			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	596	0.029	17	0.0	6.837	A
B-A	12	317	0.037	12	0.0	12.973	B
C-AB	15	965	0.016	15	0.0	4.169	A
C-A	613			613			
A-B	19			19			
A-C	449			449			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	617	0.023	14	0.0	6.569	A
B-A	10	348	0.028	10	0.0	11.720	B
C-AB	11	906	0.012	11	0.0	4.424	A
C-A	516			516			
A-B	16			16			
A-C	376			376			

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: Lake Bank-Rakewood Road.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 16:54:53

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-C	0.1	6.79	0.05	A	0.1	6.38	0.05	A
Stream B-A	0.1	12.26	0.06	B	0.1	12.74	0.05	B
Stream C-AB	0.1	5.56	0.06	A	0.3	4.95	0.12	A
Future Base								
Stream B-C	0.1	6.97	0.05	A	0.1	6.44	0.05	A
Stream B-A	0.1	12.87	0.06	B	0.1	13.20	0.05	B
Stream C-AB	0.1	5.52	0.06	A	0.3	4.83	0.12	A
Future Base+Resi								
Stream B-C	0.1	7.36	0.06	A	0.1	6.57	0.05	A
Stream B-A	0.1	14.21	0.07	B	0.1	14.14	0.05	B
Stream C-AB	0.1	5.50	0.07	A	0.3	4.65	0.13	A
Future Base+Resi+Sch								
Stream B-C	0.1	7.40	0.06	A	0.1	6.58	0.05	A
Stream B-A	0.1	14.57	0.07	B	0.1	14.18	0.05	B
Stream C-AB	0.1	5.40	0.07	A	0.3	4.65	0.13	A

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

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	00:00	01:30	15
D2	2022	PM	ONE HOUR	00:00	01:30	15
D4	Future Base	AM	ONE HOUR	00:00	01:30	15
D5	Future Base	PM	ONE HOUR	00:00	01:30	15
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lake Bank E		Major
B	Rakewood Rd		Minor
C	Lake Bank W		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 - Lake Bank W	8.00			20.0	✓	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 - Rakewood Rd	One lane plus flare	8.12	6.86	6.07	5.42	4.51		1.00	81	60

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	498	0.083	0.209	0.132	0.299
B-C	719	0.101	0.254	-	-
C-B	586	0.207	0.207	-	-

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)
D1	2022	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	549	100.000
B - Rakewood Rd		✓	43	100.000
C - Lake Bank W		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	15	534
	B - Rakewood Rd	16	0	27
	C - Lake Bank W	387	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	2
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.79	0.1	A
B-A	0.06	12.26	0.1	B
C-AB	0.06	5.56	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	611	0.033	20	0.0	6.092	A
B-A	12	370	0.033	12	0.0	10.048	B
C-AB	24	710	0.034	24	0.0	5.557	A
C-A	281			281			
A-B	11			11			
A-C	402			402			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	589	0.041	24	0.0	6.369	A
B-A	14	345	0.042	14	0.0	10.873	B
C-AB	32	738	0.044	32	0.1	5.404	A
C-A	333			333			
A-B	13			13			
A-C	480			480			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	560	0.053	30	0.1	6.792	A
B-A	18	311	0.057	18	0.1	12.261	B
C-AB	46	778	0.060	46	0.1	5.210	A
C-A	401			401			
A-B	17			17			
A-C	588			588			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	560	0.053	30	0.1	6.794	A
B-A	18	311	0.057	18	0.1	12.264	B
C-AB	47	778	0.060	47	0.1	5.212	A
C-A	400			400			
A-B	17			17			
A-C	588			588			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	589	0.041	24	0.0	6.376	A
B-A	14	346	0.042	14	0.0	10.875	B
C-AB	32	738	0.044	33	0.1	5.404	A
C-A	332			332			
A-B	13			13			
A-C	480			480			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	610	0.033	20	0.0	6.102	A
B-A	12	370	0.033	12	0.0	10.052	B
C-AB	24	710	0.034	24	0.0	5.560	A
C-A	281			281			
A-B	11			11			
A-C	402			402			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	470	100.000
B - Rakewood Rd		✓	40	100.000
C - Lake Bank W		✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	12	458
	B - Rakewood Rd	13	0	27
	C - Lake Bank W	525	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	1
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.38	0.1	A
B-A	0.05	12.74	0.1	B
C-AB	0.12	4.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	639	0.032	20	0.0	5.817	A
B-A	10	357	0.027	10	0.0	10.368	B
C-AB	51	795	0.064	50	0.1	4.941	A
C-A	370			370			
A-B	9			9			
A-C	345			345			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	620	0.039	24	0.0	6.043	A
B-A	12	332	0.035	12	0.0	11.247	B
C-AB	70	840	0.084	70	0.2	4.779	A
C-A	432			432			
A-B	11			11			
A-C	412			412			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	594	0.050	30	0.1	6.381	A
B-A	14	297	0.048	14	0.0	12.734	B
C-AB	105	903	0.116	104	0.3	4.596	A
C-A	511			511			
A-B	13			13			
A-C	504			504			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	594	0.050	30	0.1	6.383	A
B-A	14	297	0.048	14	0.1	12.740	B
C-AB	105	903	0.116	105	0.3	4.597	A
C-A	511			511			
A-B	13			13			
A-C	504			504			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	620	0.039	24	0.0	6.049	A
B-A	12	332	0.035	12	0.0	11.254	B
C-AB	70	840	0.084	71	0.2	4.777	A
C-A	432			432			
A-B	11			11			
A-C	412			412			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	638	0.032	20	0.0	5.827	A
B-A	10	357	0.027	10	0.0	10.374	B
C-AB	51	795	0.064	51	0.1	4.945	A
C-A	370			370			
A-B	9			9			
A-C	345			345			

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	Future Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	596	100.000
B - Rakewood Rd		✓	43	100.000
C - Lake Bank W		✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	15	581
	B - Rakewood Rd	16	0	27
	C - Lake Bank W	408	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	2
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.97	0.1	A
B-A	0.06	12.87	0.1	B
C-AB	0.06	5.52	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	602	0.034	20	0.0	6.187	A
B-A	12	361	0.033	12	0.0	10.324	B
C-AB	25	716	0.035	25	0.1	5.519	A
C-A	296			296			
A-B	11			11			
A-C	437			437			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	578	0.042	24	0.0	6.494	A
B-A	14	334	0.043	14	0.0	11.258	B
C-AB	34	745	0.045	34	0.1	5.361	A
C-A	350			350			
A-B	13			13			
A-C	522			522			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	546	0.054	30	0.1	6.968	A
B-A	18	297	0.059	18	0.1	12.869	B
C-AB	49	787	0.062	49	0.1	5.161	A
C-A	421			421			
A-B	17			17			
A-C	640			640			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	546	0.054	30	0.1	6.970	A
B-A	18	297	0.059	18	0.1	12.872	B
C-AB	49	787	0.062	49	0.1	5.161	A
C-A	421			421			
A-B	17			17			
A-C	640			640			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	578	0.042	24	0.0	6.499	A
B-A	14	334	0.043	14	0.0	11.263	B
C-AB	34	745	0.045	34	0.1	5.359	A
C-A	350			350			
A-B	13			13			
A-C	522			522			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	601	0.034	20	0.0	6.197	A
B-A	12	361	0.033	12	0.0	10.324	B
C-AB	25	716	0.035	25	0.1	5.522	A
C-A	296			296			
A-B	11			11			
A-C	437			437			

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	Future Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	488	100.000
B - Rakewood Rd		✓	40	100.000
C - Lake Bank W		✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	12	476
	B - Rakewood Rd	13	0	27
	C - Lake Bank W	566	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	1
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.44	0.1	A
B-A	0.05	13.20	0.1	B
C-AB	0.12	4.83	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	635	0.032	20	0.0	5.851	A
B-A	10	350	0.028	10	0.0	10.574	B
C-AB	54	815	0.066	53	0.1	4.827	A
C-A	398			398			
A-B	9			9			
A-C	358			358			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	616	0.039	24	0.0	6.087	A
B-A	12	324	0.036	12	0.0	11.537	B
C-AB	75	864	0.086	74	0.2	4.655	A
C-A	465			465			
A-B	11			11			
A-C	428			428			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	588	0.051	30	0.1	6.442	A
B-A	14	287	0.050	14	0.1	13.195	B
C-AB	113	934	0.121	113	0.3	4.473	A
C-A	547			547			
A-B	13			13			
A-C	524			524			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	588	0.051	30	0.1	6.444	A
B-A	14	287	0.050	14	0.1	13.201	B
C-AB	113	934	0.122	113	0.3	4.472	A
C-A	547			547			
A-B	13			13			
A-C	524			524			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	615	0.039	24	0.0	6.094	A
B-A	12	324	0.036	12	0.0	11.544	B
C-AB	75	864	0.087	75	0.2	4.654	A
C-A	464			464			
A-B	11			11			
A-C	428			428			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	635	0.032	20	0.0	5.859	A
B-A	10	350	0.028	10	0.0	10.578	B
C-AB	54	815	0.066	54	0.1	4.831	A
C-A	398			398			
A-B	9			9			
A-C	358			358			

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	Future Base+Resi	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	692	100.000
B - Rakewood Rd		✓	43	100.000
C - Lake Bank W		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	15	677
	B - Rakewood Rd	16	0	27
	C - Lake Bank W	437	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	2
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.36	0.1	A
B-A	0.07	14.21	0.1	B
C-AB	0.07	5.50	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	583	0.035	20	0.0	6.390	A
B-A	12	343	0.035	12	0.0	10.881	B
C-AB	26	719	0.037	26	0.1	5.498	A
C-A	317			317			
A-B	11			11			
A-C	510			510			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	556	0.044	24	0.0	6.765	A
B-A	14	313	0.046	14	0.0	12.069	B
C-AB	36	750	0.048	36	0.1	5.336	A
C-A	374			374			
A-B	13			13			
A-C	609			609			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	519	0.057	30	0.1	7.357	A
B-A	18	271	0.065	18	0.1	14.204	B
C-AB	53	795	0.067	53	0.1	5.134	A
C-A	449			449			
A-B	17			17			
A-C	745			745			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	519	0.057	30	0.1	7.359	A
B-A	18	271	0.065	18	0.1	14.209	B
C-AB	53	795	0.067	53	0.1	5.134	A
C-A	449			449			
A-B	17			17			
A-C	745			745			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	556	0.044	24	0.0	6.771	A
B-A	14	313	0.046	14	0.0	12.073	B
C-AB	36	750	0.048	36	0.1	5.335	A
C-A	374			374			
A-B	13			13			
A-C	609			609			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	583	0.035	20	0.0	6.402	A
B-A	12	343	0.035	12	0.0	10.886	B
C-AB	26	719	0.037	27	0.1	5.502	A
C-A	317			317			
A-B	11			11			
A-C	510			510			

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	Future Base+Resi	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	524	100.000
B - Rakewood Rd		✓	40	100.000
C - Lake Bank W		✓	671	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	12	512
	B - Rakewood Rd	13	0	27
	C - Lake Bank W	637	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	1
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.57	0.1	A
B-A	0.05	14.14	0.1	B
C-AB	0.13	4.65	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	628	0.032	20	0.0	5.920	A
B-A	10	338	0.029	10	0.0	10.974	B
C-AB	59	849	0.069	58	0.1	4.645	A
C-A	446			446			
A-B	9			9			
A-C	385			385			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	607	0.040	24	0.0	6.177	A
B-A	12	309	0.038	12	0.0	12.113	B
C-AB	84	906	0.092	83	0.2	4.464	A
C-A	520			520			
A-B	11			11			
A-C	460			460			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	578	0.051	30	0.1	6.568	A
B-A	14	269	0.053	14	0.1	14.137	B
C-AB	130	986	0.132	130	0.3	4.282	A
C-A	608			608			
A-B	13			13			
A-C	564			564			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	578	0.051	30	0.1	6.570	A
B-A	14	269	0.053	14	0.1	14.143	B
C-AB	131	987	0.133	131	0.3	4.284	A
C-A	608			608			
A-B	13			13			
A-C	564			564			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	607	0.040	24	0.0	6.182	A
B-A	12	309	0.038	12	0.0	12.121	B
C-AB	84	906	0.093	84	0.2	4.465	A
C-A	519			519			
A-B	11			11			
A-C	460			460			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	628	0.032	20	0.0	5.928	A
B-A	10	338	0.029	10	0.0	10.978	B
C-AB	59	850	0.070	59	0.1	4.647	A
C-A	446			446			
A-B	9			9			
A-C	385			385			

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	Future Base+Resi+Sch	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	702	100.000
B - Rakewood Rd		✓	43	100.000
C - Lake Bank W		✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	15	687
	B - Rakewood Rd	16	0	27
	C - Lake Bank W	464	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	2
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.40	0.1	A
B-A	0.07	14.57	0.1	B
C-AB	0.07	5.40	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	581	0.035	20	0.0	6.413	A
B-A	12	338	0.036	12	0.0	11.023	B
C-AB	27	733	0.037	27	0.1	5.398	A
C-A	336			336			
A-B	11			11			
A-C	517			517			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	554	0.044	24	0.0	6.795	A
B-A	14	308	0.047	14	0.0	12.278	B
C-AB	38	767	0.049	38	0.1	5.225	A
C-A	397			397			
A-B	13			13			
A-C	618			618			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	516	0.058	30	0.1	7.402	A
B-A	18	265	0.067	18	0.1	14.561	B
C-AB	56	816	0.069	56	0.1	5.011	A
C-A	476			476			
A-B	17			17			
A-C	756			756			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	516	0.058	30	0.1	7.405	A
B-A	18	265	0.067	18	0.1	14.567	B
C-AB	56	816	0.069	56	0.1	5.013	A
C-A	475			475			
A-B	17			17			
A-C	756			756			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	554	0.044	24	0.0	6.801	A
B-A	14	308	0.047	14	0.0	12.284	B
C-AB	38	767	0.049	38	0.1	5.223	A
C-A	397			397			
A-B	13			13			
A-C	618			618			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	581	0.035	20	0.0	6.422	A
B-A	12	339	0.036	12	0.0	11.027	B
C-AB	27	733	0.037	28	0.1	5.402	A
C-A	336			336			
A-B	11			11			
A-C	517			517			

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lake Bank	T-Junction	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D11	Future Base+Resi+Sch	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Lake Bank E		✓	526	100.000
B - Rakewood Rd		✓	40	100.000
C - Lake Bank W		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	12	514
	B - Rakewood Rd	13	0	27
	C - Lake Bank W	638	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Lake Bank E	B - Rakewood Rd	C - Lake Bank W
From	A - Lake Bank E	0	0	1
	B - Rakewood Rd	0	0	0
	C - Lake Bank W	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.58	0.1	A
B-A	0.05	14.18	0.1	B
C-AB	0.13	4.65	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	628	0.032	20	0.0	5.924	A
B-A	10	337	0.029	10	0.0	10.988	B
C-AB	59	849	0.069	58	0.1	4.643	A
C-A	447			447			
A-B	9			9			
A-C	387			387			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	606	0.040	24	0.0	6.182	A
B-A	12	308	0.038	12	0.0	12.133	B
C-AB	84	906	0.092	83	0.2	4.463	A
C-A	520			520			
A-B	11			11			
A-C	462			462			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	577	0.052	30	0.1	6.575	A
B-A	14	268	0.053	14	0.1	14.170	B
C-AB	131	987	0.133	130	0.3	4.282	A
C-A	609			609			
A-B	13			13			
A-C	566			566			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	577	0.052	30	0.1	6.577	A
B-A	14	268	0.053	14	0.1	14.176	B
C-AB	131	987	0.133	131	0.3	4.284	A
C-A	609			609			
A-B	13			13			
A-C	566			566			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	606	0.040	24	0.0	6.189	A
B-A	12	308	0.038	12	0.0	12.138	B
C-AB	84	906	0.093	85	0.2	4.462	A
C-A	520			520			
A-B	11			11			
A-C	462			462			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	627	0.032	20	0.0	5.934	A
B-A	10	337	0.029	10	0.0	10.994	B
C-AB	59	850	0.070	60	0.1	4.648	A
C-A	447			447			
A-B	9			9			
A-C	387			387			

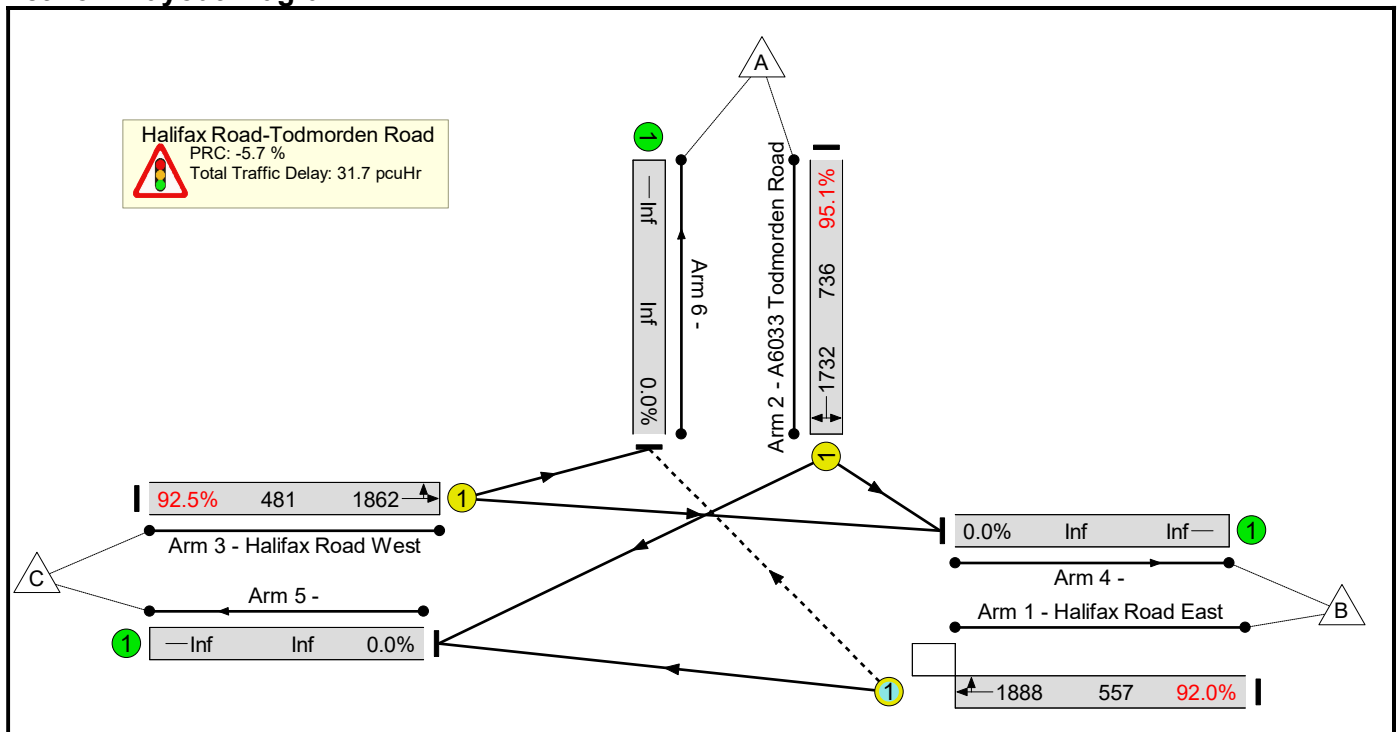
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Halifax Road- A6033 Todmorden Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Survey' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



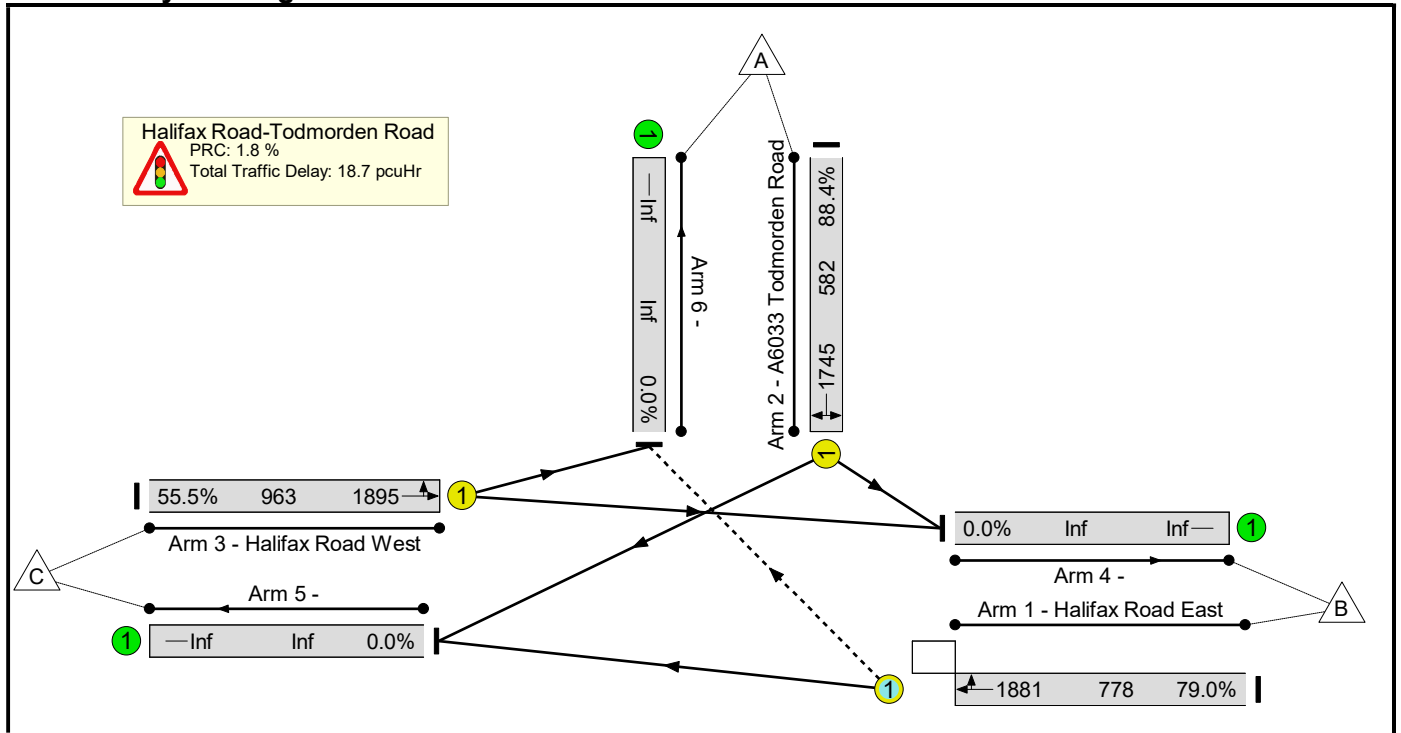
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	95.1%	24	151	33	31.7	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	95.1%	24	151	33	31.7	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	58	23	512	1888	557	92.0%	24	151	33	8.0	56.3	16.5	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	50	-	700	1732	736	95.1%	-	-	-	13.5	69.2	29.4	2/1
3/1	Halifax Road West Ahead Left	U	C		1	30	-	445	1862	481	92.5%	-	-	-	10.2	82.7	19.2	3/1
C1			PRC for Signalled Lanes (%):					-5.7	Total Delay for Signalled Lanes (pcuHr):				31.70	Cycle Time (s): 120				
			PRC Over All Lanes (%):					-5.7	Total Delay Over All Lanes(pcuHr):				31.70					

Basic Results Summary

Scenario 2: 'PM Survey' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



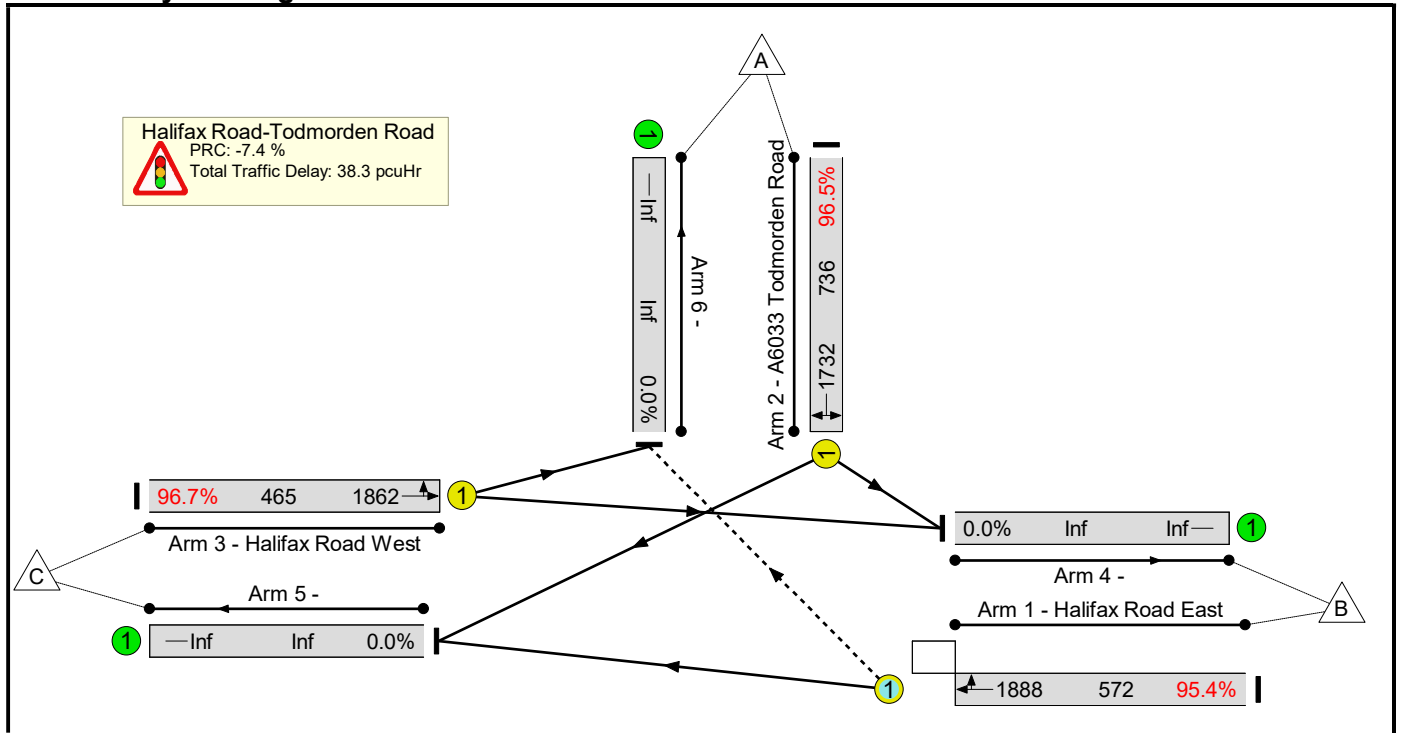
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	88.4%	224	49	0	18.7	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	88.4%	224	49	0	18.7	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	69	4	614	1881	778	79.0%	224	49	0	6.3	36.8	19.6	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	39	-	514	1745	582	88.4%	-	-	-	8.8	61.9	19.6	2/1
3/1	Halifax Road West Ahead Left	U	C		1	60	-	535	1895	963	55.5%	-	-	-	3.6	24.4	12.8	3/1
C1			PRC for Signalled Lanes (%):				1.8		Total Delay for Signalled Lanes (pcuHr):				18.74		Cycle Time (s): 120			
			PRC Over All Lanes (%):				1.8		Total Delay Over All Lanes(pcuHr):				18.74					

Basic Results Summary

Scenario 3: 'AM Demand' (FG3: 'AM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



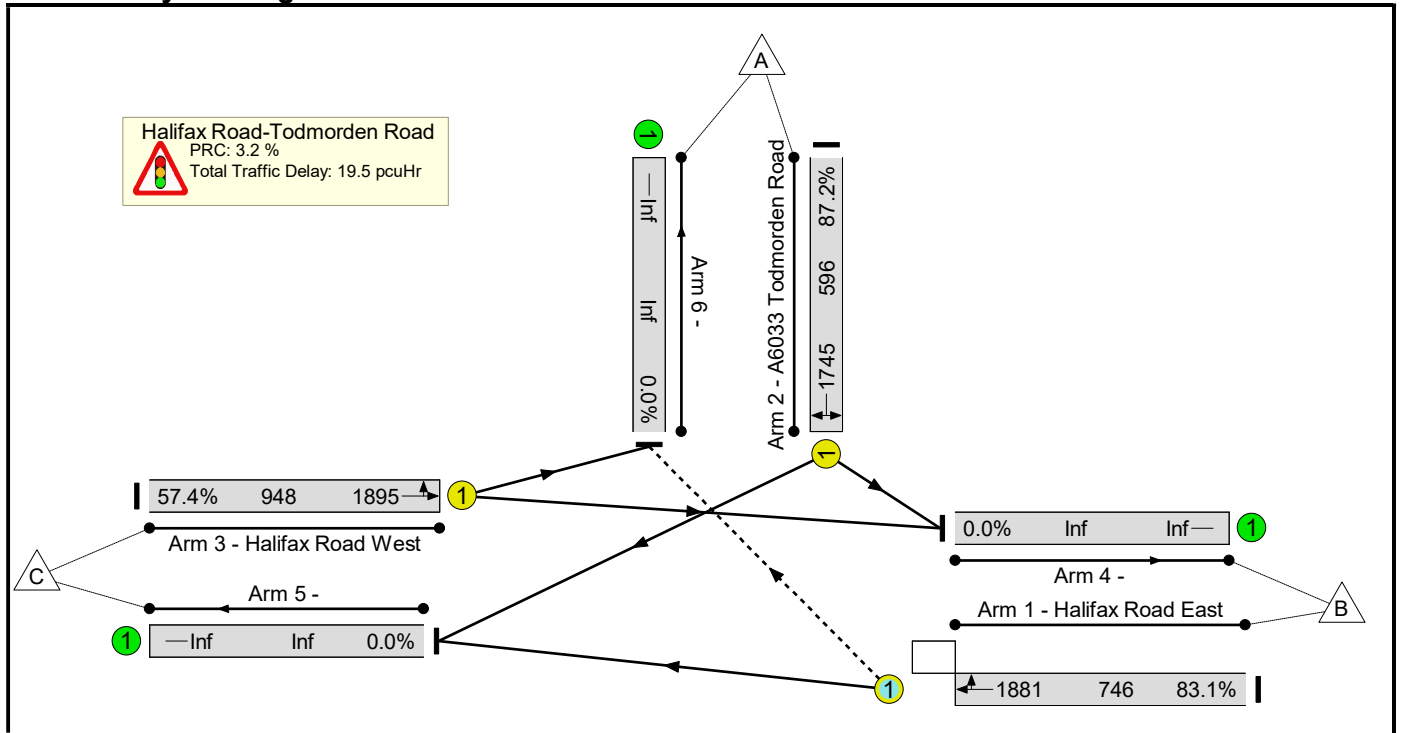
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	96.7%	8	163	51	38.3	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	96.7%	8	163	51	38.3	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	58	24	546	1888	572	95.4%	8	163	51	10.4	68.7	19.7	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	50	-	710	1732	736	96.5%	-	-	-	14.9	75.8	31.2	2/1
3/1	Halifax Road West Ahead Left	U	C		1	29	-	450	1862	465	96.7%	-	-	-	13.0	103.8	22.2	3/1
C1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 38.35 Cycle Time (s): 120 PRC Over All Lanes (%): -7.4 Total Delay Over All Lanes(pcuHr): 38.35																		

Basic Results Summary

Scenario 4: 'PM Demand' (FG4: 'PM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



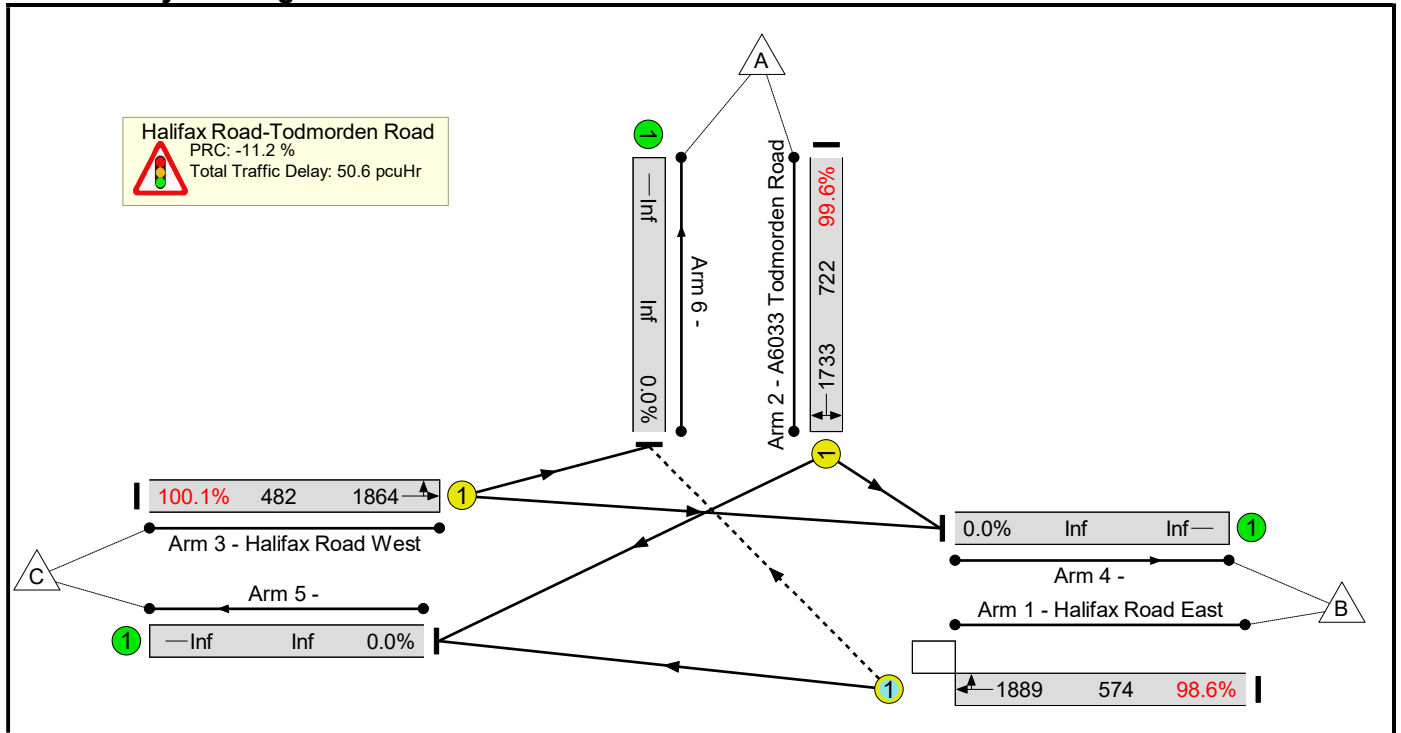
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	87.2%	227	49	0	19.5	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	87.2%	227	49	0	19.5	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	68	4	620	1881	746	83.1%	227	49	0	7.2	41.6	20.8	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	40	-	520	1745	596	87.2%	-	-	-	8.5	58.9	19.3	2/1
3/1	Halifax Road West Ahead Left	U	C		1	59	-	544	1895	948	57.4%	-	-	-	3.9	25.5	13.4	3/1
C1			PRC for Signalled Lanes (%):				3.2	Total Delay for Signalled Lanes (pcuHr):				19.51	Cycle Time (s): 120					
			PRC Over All Lanes (%):				3.2	Total Delay Over All Lanes(pcuHr):				19.51						

Basic Results Summary

Scenario 5: 'AM Future Base' (FG5: 'AM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



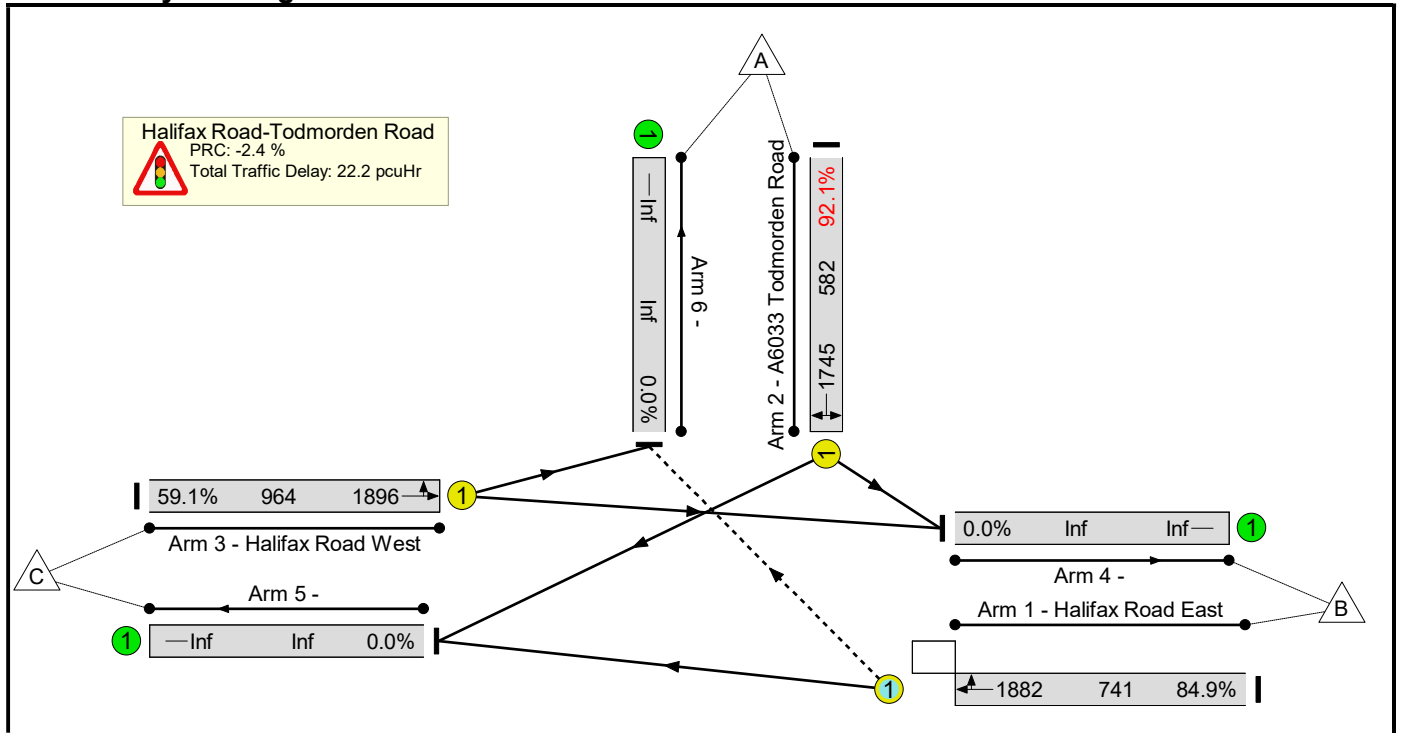
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	100.1%	0	168	60	50.6	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	100.1%	0	168	60	50.6	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	59	24	566	1889	574	98.6%	0	168	60	13.9	88.6	23.8	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	49	-	719	1733	722	99.6%	-	-	-	19.6	98.3	36.4	2/1
3/1	Halifax Road West Ahead Left	U	C		1	30	-	482	1864	482	100.1%	-	-	-	17.1	127.6	27.2	3/1
C1 PRC for Signalled Lanes (%): -11.2 PRC Over All Lanes (%): -11.2 Total Delay for Signalled Lanes (pcuHr): 50.64 Total Delay Over All Lanes(pcuHr): 50.64 Cycle Time (s): 120																		

Basic Results Summary

Scenario 6: 'PM Future Base' (FG6: 'PM Future Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



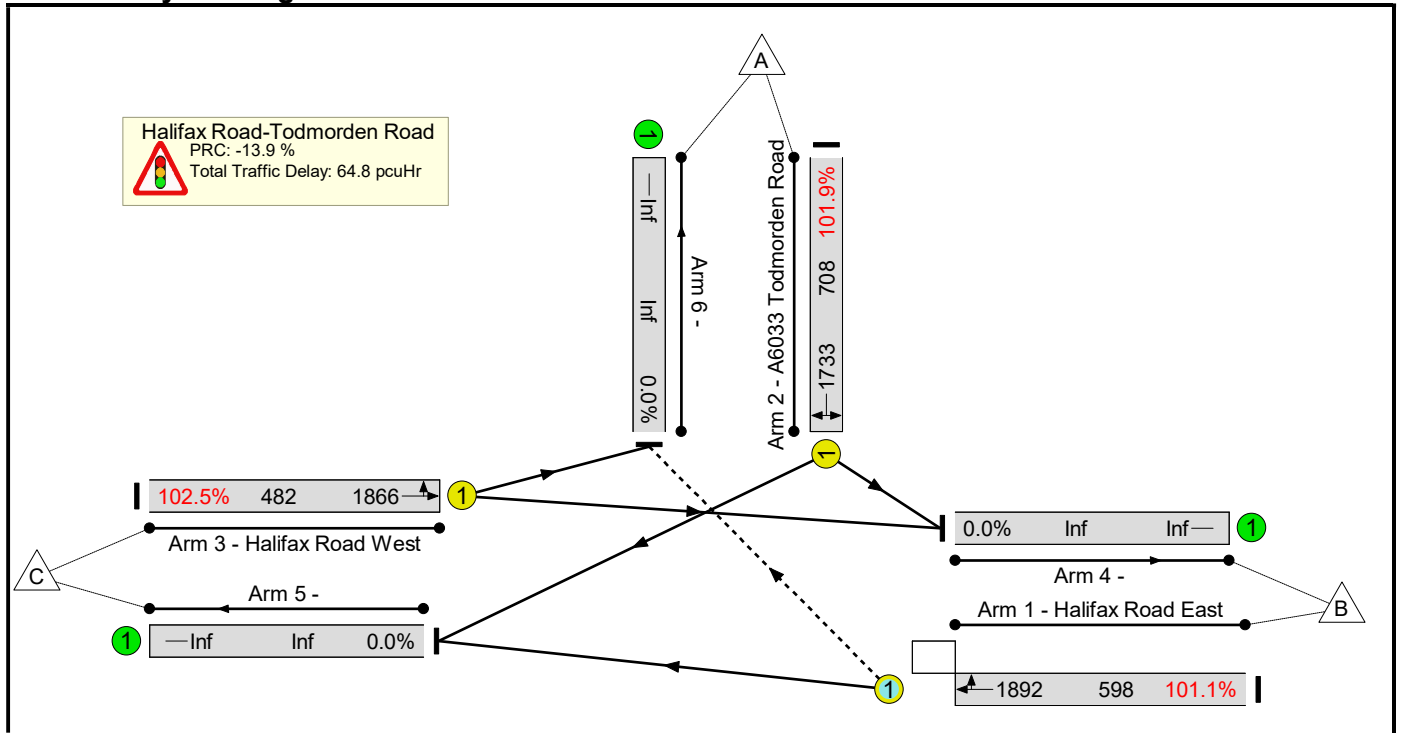
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	92.1%	229	49	0	22.2	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	92.1%	229	49	0	22.2	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	69	4	629	1882	741	84.9%	229	49	0	7.6	43.4	21.5	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	39	-	536	1745	582	92.1%	-	-	-	10.6	71.0	22.0	2/1
3/1	Halifax Road West Ahead Left	U	C		1	60	-	570	1896	964	59.1%	-	-	-	4.0	25.3	14.0	3/1
C1																		
PRC for Signalled Lanes (%):							-2.4		Total Delay for Signalled Lanes (pcuHr):				22.16		Cycle Time (s): 120			
PRC Over All Lanes (%):							-2.4		Total Delay Over All Lanes(pcuHr):				22.16					

Basic Results Summary

Scenario 7: 'AM Future Base+Resi' (FG7: 'AM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



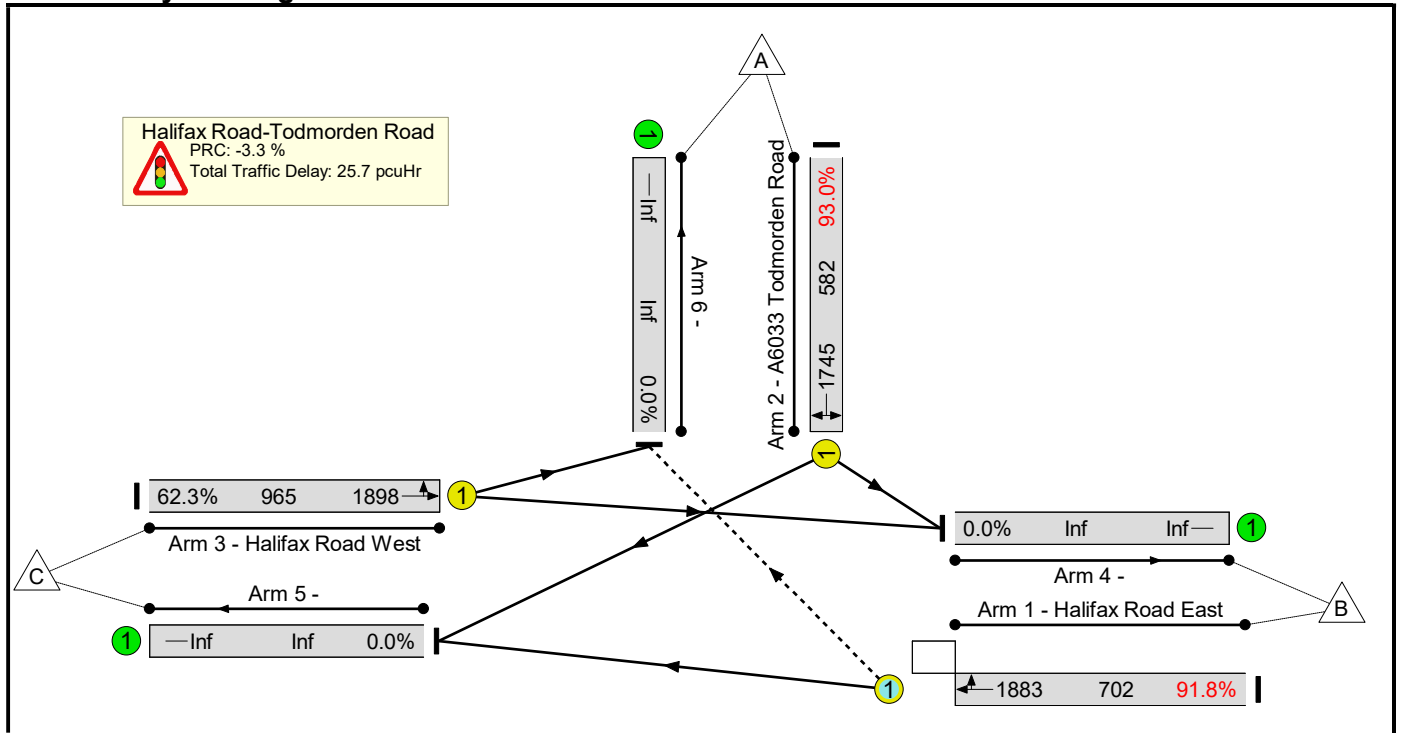
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	102.5%	0	170	60	64.8	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	102.5%	0	170	60	64.8	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	60	25	604	1892	598	101.1%	0	170	60	18.3	109.2	29.3	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	48	-	721	1733	708	101.9%	-	-	-	25.1	125.1	41.7	2/1
3/1	Halifax Road West Ahead Left	U	C		1	30	-	494	1866	482	102.5%	-	-	-	21.4	156.3	31.4	3/1
C1																		
PRC for Signalled Lanes (%):							-13.9		Total Delay for Signalled Lanes (pcuHr):				64.82		Cycle Time (s): 120			
PRC Over All Lanes (%):							-13.9		Total Delay Over All Lanes(pcuHr):				64.82					

Basic Results Summary

Scenario 8: 'PM Future Base+Resi' (FG8: 'PM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



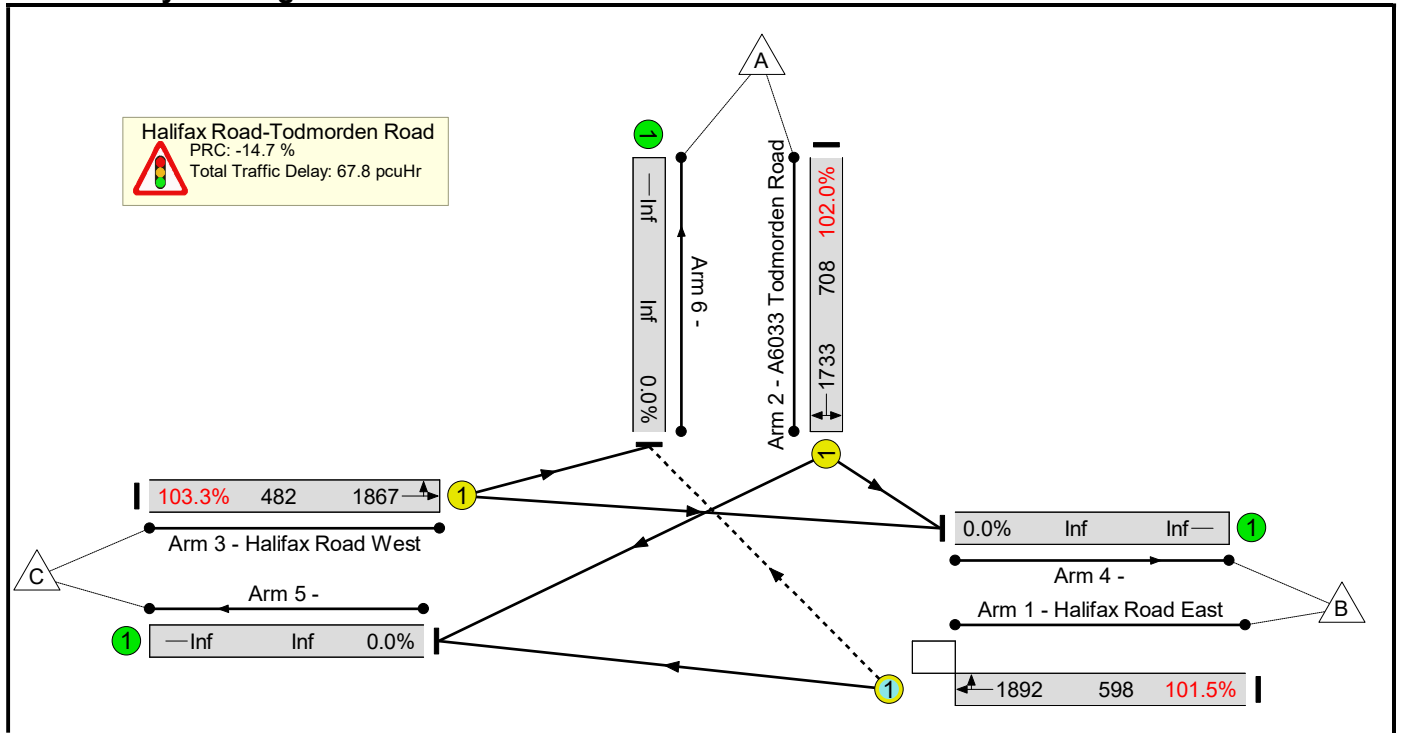
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	93.0%	218	48	14	25.7	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	93.0%	218	48	14	25.7	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	69	4	645	1883	702	91.8%	218	48	14	10.2	56.9	25.2	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	39	-	541	1745	582	93.0%	-	-	-	11.1	73.8	22.6	2/1
3/1	Halifax Road West Ahead Left	U	C		1	60	-	601	1898	965	62.3%	-	-	-	4.4	26.2	15.2	3/1
C1			PRC for Signalled Lanes (%):				-3.3	Total Delay for Signalled Lanes (pcuHr):				25.65	Cycle Time (s): 120					
			PRC Over All Lanes (%):				-3.3	Total Delay Over All Lanes(pcuHr):				25.65						

Basic Results Summary

Scenario 9: 'AM Future Base+Resi+Sch' (FG9: 'AM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



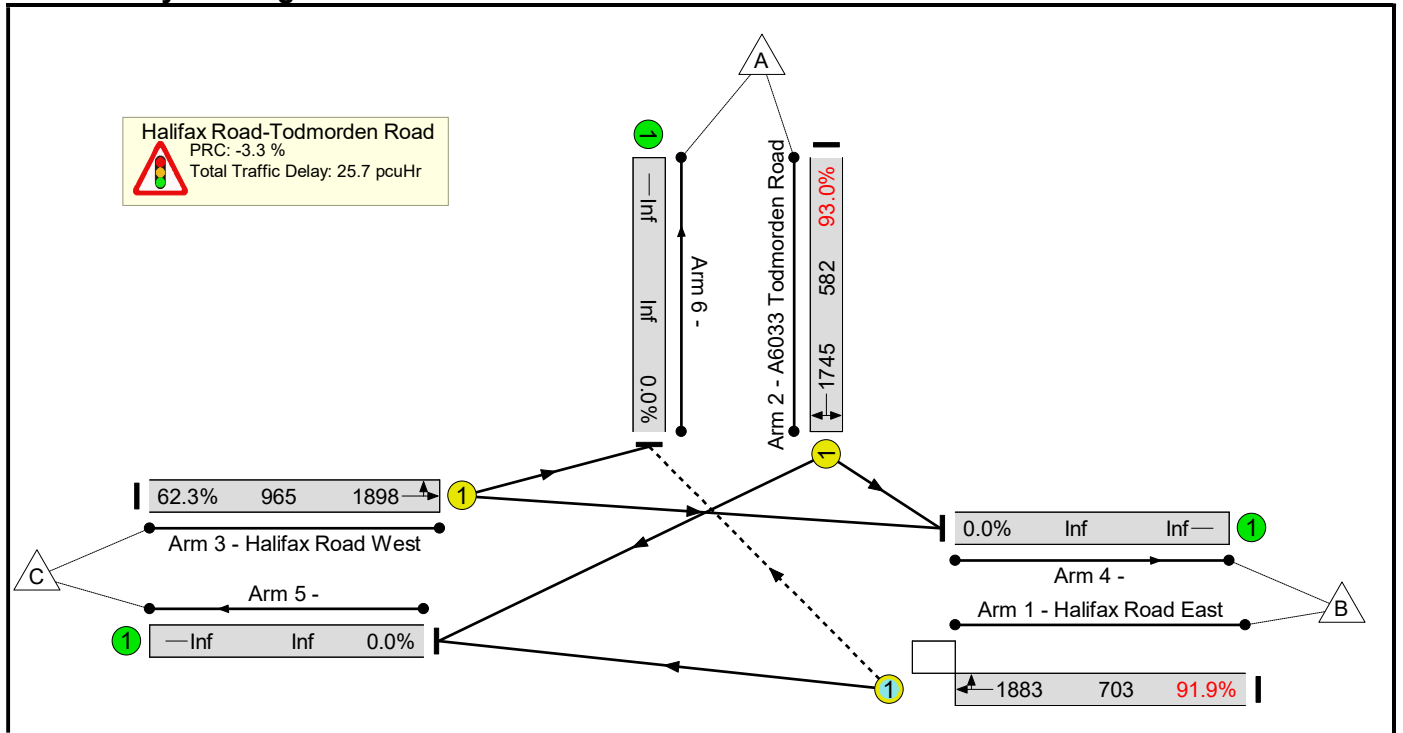
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	103.3%	0	169	60	67.8	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	103.3%	0	169	60	67.8	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	60	25	607	1892	598	101.5%	0	169	60	19.3	114.6	30.3	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	48	-	722	1733	708	102.0%	-	-	-	25.4	126.9	42.0	2/1
3/1	Halifax Road West Ahead Left	U	C		1	30	-	498	1867	482	103.3%	-	-	-	23.0	166.3	33.0	3/1
C1 PRC for Signalled Lanes (%): -14.7 PRC Over All Lanes (%): -14.7 Total Delay for Signalled Lanes (pcuHr): 67.78 Total Delay Over All Lanes(pcuHr): 67.78 Cycle Time (s): 120																		

Basic Results Summary

Scenario 10: 'PM Future Base+Resi+Sch' (FG10: 'PM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	93.0%	218	48	14	25.7	-	-	Network
Halifax Road-Todmorden Road	-	-	-		-	-	-	-	-	-	93.0%	218	48	14	25.7	-	-	Halifax Road-Todmorden Road
1/1	Halifax Road East Ahead Right	O	B	D	1	69	4	646	1883	703	91.9%	218	48	14	10.2	57.0	25.3	1/1
2/1	A6033 Todmorden Road Left Right	U	A		1	39	-	541	1745	582	93.0%	-	-	-	11.1	73.8	22.6	2/1
3/1	Halifax Road West Ahead Left	U	C		1	60	-	601	1898	965	62.3%	-	-	-	4.4	26.2	15.2	3/1
C1			PRC for Signalled Lanes (%):				-3.3	Total Delay for Signalled Lanes (pcuHr):				25.68	Cycle Time (s): 120					
			PRC Over All Lanes (%):				-3.3	Total Delay Over All Lanes(pcuHr):				25.68						

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: Halifax Road-Canal Street.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 06:39:08

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-C	1.4	15.17	0.57	C	2.2	20.27	0.69	C
Stream B-A	0.7	38.58	0.41	E	0.8	38.37	0.46	E
Stream C-AB	23.3	129.36	0.98	F	5.2	28.14	0.81	D
Future Base								
Stream B-C	1.7	18.22	0.63	C	2.5	22.72	0.71	C
Stream B-A	1.0	48.11	0.48	E	1.0	44.07	0.50	E
Stream C-AB	33.2	178.17	1.00	F	6.7	35.51	0.85	E
Future Base+Resi								
Stream B-C	3.0	29.37	0.76	D	3.4	30.21	0.78	D
Stream B-A	1.6	78.90	0.62	F	1.4	62.35	0.59	F
Stream C-AB	48.3	252.05	1.02	F	13.6	70.96	0.93	F
Future Base+Resi+Sch								
Stream B-C	3.6	35.11	0.79	E	3.4	30.51	0.78	D
Stream B-A	1.9	95.11	0.67	F	1.4	62.94	0.59	F
Stream C-AB	55.0	284.83	1.03	F	13.6	70.96	0.93	F

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

File summary

File Description

Title	
Location	
Site number	
Date	26/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15
D2	2022	PM	FLAT	00:00	01:30	90	15
D5	Future Base	AM	FLAT	00:00	01:30	90	15
D6	Future Base	PM	FLAT	00:00	01:30	90	15
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15
D9	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15
D10	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		69.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Halifax Road East		Major
B	Canal Street		Minor
C	Halifax Road West		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 - Halifax Road West	7.50			99.0	✓	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 - Canal Street	One lane plus flare	6.00	5.54	5.17	4.88	4.69		1.00	15	52

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	402	0.069	0.173	0.109	0.247
B-C	744	0.107	0.269	-	-
C-B	631	0.229	0.229	-	-

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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	276	100.000
B - Canal Street		✓	402	100.000
C - Halifax Road West		✓	662	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	95	181
	B - Canal Street	71	0	331
	C - Halifax Road West	158	504	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	2	2
	B - Canal Street	9	0	4
	C - Halifax Road West	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.57	15.17	1.4	C
B-A	0.41	38.58	0.7	E
C-AB	0.98	129.36	23.3	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	597	0.555	326	1.3	13.574	B
B-A	71	191	0.371	69	0.6	31.298	D
C-AB	658	676	0.972	612	11.3	46.649	E
C-A	4			4			
A-B	95			95			
A-C	181			181			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	585	0.566	331	1.3	14.671	B
B-A	71	181	0.393	71	0.7	35.417	E
C-AB	662	679	0.975	646	15.4	83.858	F
C-A	0			0			
A-B	95			95			
A-C	181			181			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	582	0.569	331	1.3	14.874	B
B-A	71	177	0.400	71	0.7	36.621	E
C-AB	662	679	0.975	651	18.1	100.437	F
C-A	0			0			
A-B	95			95			
A-C	181			181			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	580	0.571	331	1.4	15.000	B
B-A	71	175	0.406	71	0.7	37.426	E
C-AB	662	679	0.975	654	20.2	112.300	F
C-A	0			0			
A-B	95			95			
A-C	181			181			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	579	0.572	331	1.4	15.096	C
B-A	71	173	0.409	71	0.7	38.057	E
C-AB	662	679	0.975	655	21.9	121.646	F
C-A	0			0			
A-B	95			95			
A-C	181			181			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	577	0.573	331	1.4	15.174	C
B-A	71	172	0.413	71	0.7	38.577	E
C-AB	662	679	0.975	656	23.3	129.360	F
C-A	0			0			
A-B	95			95			
A-C	181			181			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		19.67	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	301	100.000
B - Canal Street		✓	469	100.000
C - Halifax Road West		✓	618	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	77	224
	B - Canal Street	79	0	390
	C - Halifax Road West	218	400	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	0	3
	B - Canal Street	0	0	1
	C - Halifax Road West	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.69	20.27	2.2	C
B-A	0.46	38.37	0.8	E
C-AB	0.81	28.14	5.2	D
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	579	0.673	382	2.0	17.795	C
B-A	79	181	0.437	76	0.7	33.609	D
C-AB	576	712	0.809	559	4.4	22.282	C
C-A	42			42			
A-B	77			77			
A-C	224			224			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	570	0.684	389	2.1	19.974	C
B-A	79	174	0.455	79	0.8	37.746	E
C-AB	582	716	0.813	581	4.8	27.233	D
C-A	36			36			
A-B	77			77			
A-C	224			224			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	570	0.685	390	2.1	20.164	C
B-A	79	173	0.456	79	0.8	38.145	E
C-AB	583	717	0.814	582	5.0	27.752	D
C-A	35			35			
A-B	77			77			
A-C	224			224			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	569	0.685	390	2.2	20.223	C
B-A	79	173	0.457	79	0.8	38.268	E
C-AB	583	717	0.814	583	5.1	27.958	D
C-A	35			35			
A-B	77			77			
A-C	224			224			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	569	0.685	390	2.2	20.252	C
B-A	79	173	0.457	79	0.8	38.328	E
C-AB	583	717	0.814	583	5.1	28.066	D
C-A	35			35			
A-B	77			77			
A-C	224			224			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	390	569	0.685	390	2.2	20.268	C
B-A	79	173	0.457	79	0.8	38.365	E
C-AB	583	717	0.814	583	5.2	28.135	D
C-A	35			35			
A-B	77			77			
A-C	224			224			

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		94.82	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Future Base	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	281	100.000
B - Canal Street		✓	424	100.000
C - Halifax Road West		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	95	186
	B - Canal Street	74	0	350
	C - Halifax Road West	171	512	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	2	2
	B - Canal Street	9	0	4
	C - Halifax Road West	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.63	18.22	1.7	C
B-A	0.48	48.11	1.0	E
C-AB	1.00	178.17	33.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	586	0.597	344	1.5	15.108	C
B-A	74	181	0.409	71	0.7	34.771	D
C-AB	683	684	0.998	629	13.5	51.947	F
C-A	0.39			0.39			
A-B	95			95			
A-C	186			186			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	571	0.613	350	1.6	16.852	C
B-A	74	168	0.440	74	0.8	40.961	E
C-AB	683	684	0.998	660	19.2	99.995	F
C-A	0			0			
A-B	95			95			
A-C	186			186			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	565	0.619	350	1.6	17.306	C
B-A	74	164	0.452	74	0.9	43.258	E
C-AB	683	684	0.998	666	23.5	125.191	F
C-A	0			0			
A-B	95			95			
A-C	186			186			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	561	0.623	350	1.7	17.640	C
B-A	74	160	0.462	74	0.9	45.047	E
C-AB	683	684	0.998	668	27.2	145.366	F
C-A	0			0			
A-B	95			95			
A-C	186			186			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	558	0.627	350	1.7	17.935	C
B-A	74	157	0.471	74	0.9	46.635	E
C-AB	683	684	0.998	670	30.4	162.718	F
C-A	0			0			
A-B	95			95			
A-C	186			186			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	350	555	0.631	350	1.7	18.218	C
B-A	74	155	0.478	74	1.0	48.114	E
C-AB	683	684	0.998	672	33.2	178.169	F
C-A	0			0			
A-B	95			95			
A-C	186			186			

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		23.97	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	Future Base	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	314	100.000
B - Canal Street		✓	477	100.000
C - Halifax Road West		✓	640	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	79	235
	B - Canal Street	80	0	397
	C - Halifax Road West	226	414	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	0	3
	B - Canal Street	0	0	1
	C - Halifax Road West	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.71	22.72	2.5	C
B-A	0.50	44.07	1.0	E
C-AB	0.85	35.51	6.7	E
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	570	0.696	388	2.2	19.207	C
B-A	80	171	0.467	77	0.8	36.979	E
C-AB	605	715	0.846	584	5.4	25.514	D
C-A	35			35			
A-B	79			79			
A-C	235			235			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	559	0.710	396	2.3	22.162	C
B-A	80	163	0.491	80	0.9	42.840	E
C-AB	613	720	0.851	610	6.1	33.353	D
C-A	27			27			
A-B	79			79			
A-C	235			235			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	558	0.712	397	2.4	22.508	C
B-A	80	162	0.493	80	0.9	43.615	E
C-AB	614	721	0.852	613	6.4	34.529	D
C-A	26			26			
A-B	79			79			
A-C	235			235			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	557	0.713	397	2.4	22.624	C
B-A	80	162	0.494	80	0.9	43.867	E
C-AB	614	721	0.852	614	6.5	35.040	E
C-A	26			26			
A-B	79			79			
A-C	235			235			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	557	0.713	397	2.5	22.681	C
B-A	80	162	0.495	80	1.0	43.991	E
C-AB	614	721	0.852	614	6.6	35.328	E
C-A	26			26			
A-B	79			79			
A-C	235			235			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	557	0.713	397	2.5	22.715	C
B-A	80	162	0.495	80	1.0	44.071	E
C-AB	615	721	0.852	614	6.7	35.512	E
C-A	25			25			
A-B	79			79			
A-C	235			235			

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		133.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	283	100.000
B - Canal Street		✓	466	100.000
C - Halifax Road West		✓	697	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	97	186
	B - Canal Street	78	0	388
	C - Halifax Road West	171	526	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	2	2
	B - Canal Street	9	0	4
	C - Halifax Road West	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.76	29.37	3.0	D
B-A	0.62	78.90	1.6	F
C-AB	1.02	252.05	48.3	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	573	0.677	380	2.0	18.684	C
B-A	78	164	0.476	74	0.9	42.163	E
C-AB	697	681	1.023	634	15.8	58.441	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	550	0.705	387	2.3	22.647	C
B-A	78	148	0.526	77	1.1	54.164	F
C-AB	697	681	1.023	664	24.0	120.243	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	540	0.719	387	2.5	24.293	C
B-A	78	141	0.552	78	1.2	60.299	F
C-AB	697	681	1.023	670	30.8	158.391	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	531	0.731	387	2.7	25.803	D
B-A	78	136	0.575	78	1.3	66.024	F
C-AB	697	681	1.023	672	37.0	191.861	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	522	0.743	387	2.8	27.454	D
B-A	78	131	0.597	78	1.5	72.110	F
C-AB	697	681	1.023	674	42.8	222.786	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	388	513	0.757	387	3.0	29.373	D
B-A	78	126	0.620	77	1.6	78.899	F
C-AB	697	681	1.023	675	48.3	252.054	F
C-A	0			0			
A-B	97			97			
A-C	186			186			

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		43.81	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	318	100.000
B - Canal Street		✓	495	100.000
C - Halifax Road West		✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	83	235
	B - Canal Street	82	0	413
	C - Halifax Road West	226	450	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	0	3
	B - Canal Street	0	0	1
	C - Halifax Road West	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.78	30.21	3.4	D
B-A	0.59	62.35	1.4	F
C-AB	0.93	70.96	13.6	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	557	0.741	402	2.6	22.209	C
B-A	82	156	0.526	78	1.0	44.268	E
C-AB	658	714	0.921	625	8.4	35.029	E
C-A	18			18			
A-B	83			83			
A-C	235			235			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	540	0.765	411	3.0	27.686	D
B-A	82	144	0.569	81	1.2	56.114	F
C-AB	670	722	0.929	662	10.6	55.650	F
C-A	6			6			
A-B	83			83			
A-C	235			235			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	536	0.770	412	3.2	28.968	D
B-A	82	142	0.578	82	1.3	59.197	F
C-AB	673	724	0.930	669	11.8	62.318	F
C-A	3			3			
A-B	83			83			
A-C	235			235			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	534	0.773	413	3.3	29.574	D
B-A	82	141	0.583	82	1.3	60.709	F
C-AB	675	725	0.931	672	12.6	66.295	F
C-A	1			1			
A-B	83			83			
A-C	235			235			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	533	0.775	413	3.3	29.945	D
B-A	82	140	0.587	82	1.3	61.667	F
C-AB	676	726	0.931	674	13.1	69.022	F
C-A	0			0			
A-B	83			83			
A-C	235			235			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	413	532	0.776	413	3.4	30.208	D
B-A	82	139	0.589	82	1.4	62.347	F
C-AB	676	726	0.931	674	13.6	70.955	F
C-A	0			0			
A-B	83			83			
A-C	235			235			

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		151.74	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	285	100.000
B - Canal Street		✓	471	100.000
C - Halifax Road West		✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	99	186
	B - Canal Street	79	0	392
	C - Halifax Road West	171	531	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	2	2
	B - Canal Street	9	0	4
	C - Halifax Road West	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.79	35.11	3.6	E
B-A	0.67	95.11	1.9	F
C-AB	1.03	284.83	55.0	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	569	0.689	383	2.2	19.394	C
B-A	79	161	0.491	75	1.0	43.882	E
C-AB	702	680	1.033	635	16.8	61.045	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	544	0.721	391	2.5	24.078	C
B-A	79	144	0.548	78	1.2	57.922	F
C-AB	702	680	1.033	665	26.0	128.522	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	531	0.738	391	2.7	26.351	D
B-A	79	136	0.579	78	1.4	66.033	F
C-AB	702	680	1.033	670	33.9	172.389	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	520	0.754	391	3.0	28.660	D
B-A	79	130	0.609	78	1.5	74.188	F
C-AB	702	680	1.033	673	41.3	211.891	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	508	0.772	391	3.2	31.453	D
B-A	79	124	0.639	78	1.7	83.604	F
C-AB	702	680	1.033	674	48.3	249.095	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	494	0.793	391	3.6	35.112	E
B-A	79	117	0.672	78	1.9	95.106	F
C-AB	702	680	1.033	675	55.0	284.833	F
C-A	0			0			
A-B	99			99			
A-C	186			186			

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Halifax Road - Canal Steet	T-Junction	Two-way		43.92	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Halifax Road East		✓	318	100.000
B - Canal Street		✓	496	100.000
C - Halifax Road West		✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	83	235
	B - Canal Street	82	0	414
	C - Halifax Road West	226	450	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Halifax Road East	B - Canal Street	C - Halifax Road West
From	A - Halifax Road East	0	0	3
	B - Canal Street	0	0	1
	C - Halifax Road West	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.78	30.51	3.4	D
B-A	0.59	62.94	1.4	F
C-AB	0.93	70.96	13.6	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	557	0.743	403	2.6	22.332	C
B-A	82	156	0.527	78	1.0	44.487	E
C-AB	658	714	0.921	625	8.4	35.029	E
C-A	18			18			
A-B	83			83			
A-C	235			235			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	540	0.767	412	3.0	27.912	D
B-A	82	144	0.571	81	1.2	56.533	F
C-AB	670	722	0.929	662	10.6	55.650	F
C-A	6			6			
A-B	83			83			
A-C	235			235			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	536	0.772	413	3.2	29.233	D
B-A	82	141	0.581	82	1.3	59.697	F
C-AB	673	724	0.930	669	11.8	62.318	F
C-A	3			3			
A-B	83			83			
A-C	235			235			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	534	0.775	414	3.3	29.857	D
B-A	82	140	0.586	82	1.3	61.253	F
C-AB	675	725	0.931	672	12.6	66.295	F
C-A	1			1			
A-B	83			83			
A-C	235			235			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	533	0.777	414	3.4	30.242	D
B-A	82	139	0.589	82	1.4	62.238	F
C-AB	676	726	0.931	674	13.1	69.022	F
C-A	0			0			
A-B	83			83			
A-C	235			235			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	532	0.778	414	3.4	30.513	D
B-A	82	139	0.591	82	1.4	62.937	F
C-AB	676	726	0.931	674	13.6	70.955	F
C-A	0			0			
A-B	83			83			
A-C	235			235			

Basic Results Summary

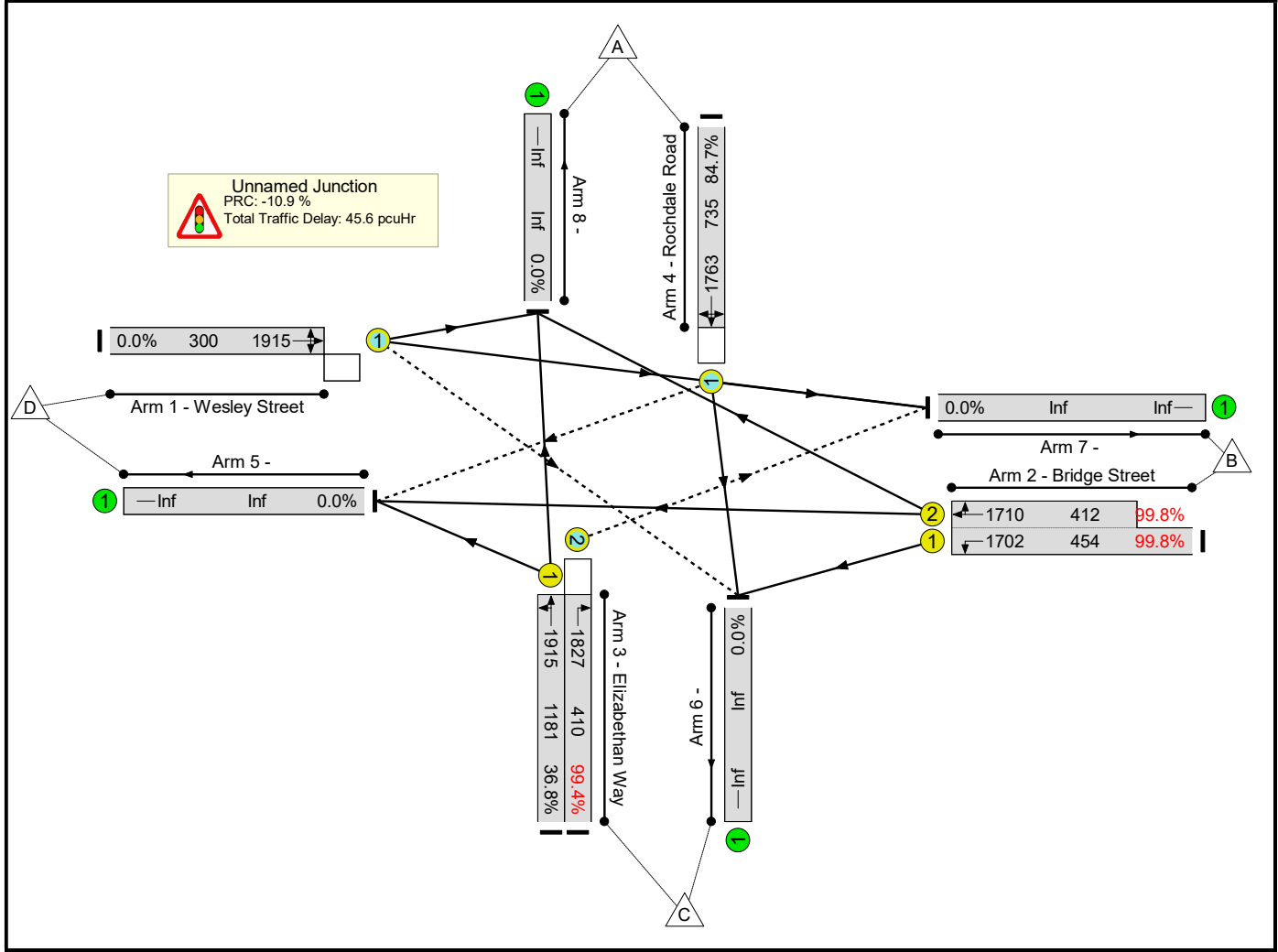
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Rochdale Road-Elizabethan Way-Bridge Street.lsg3x
Author:	
Company:	
Address:	

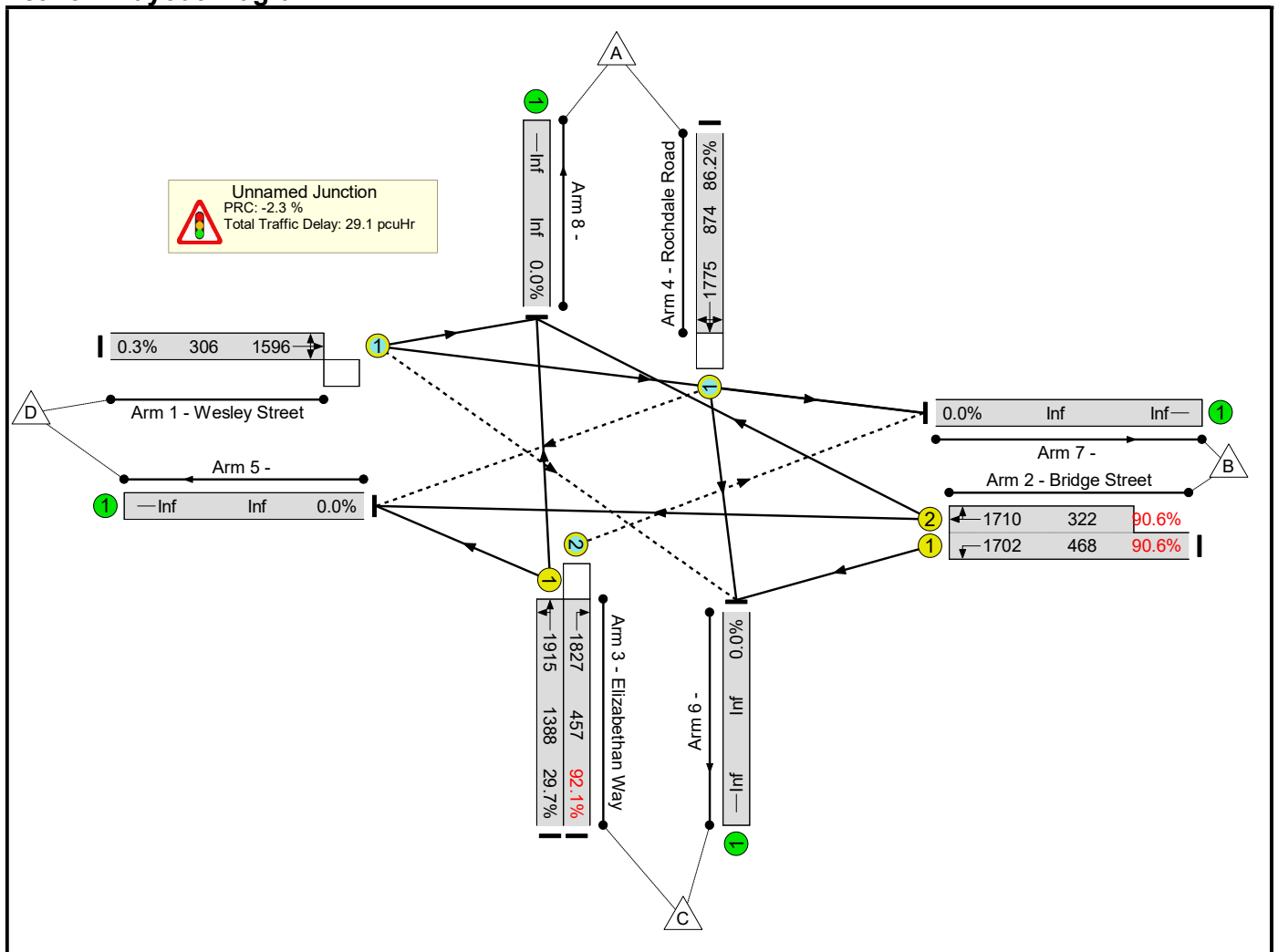
Scenario 1: 'AM Survey' (FG1: 'AM Survey', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Layout Diagram

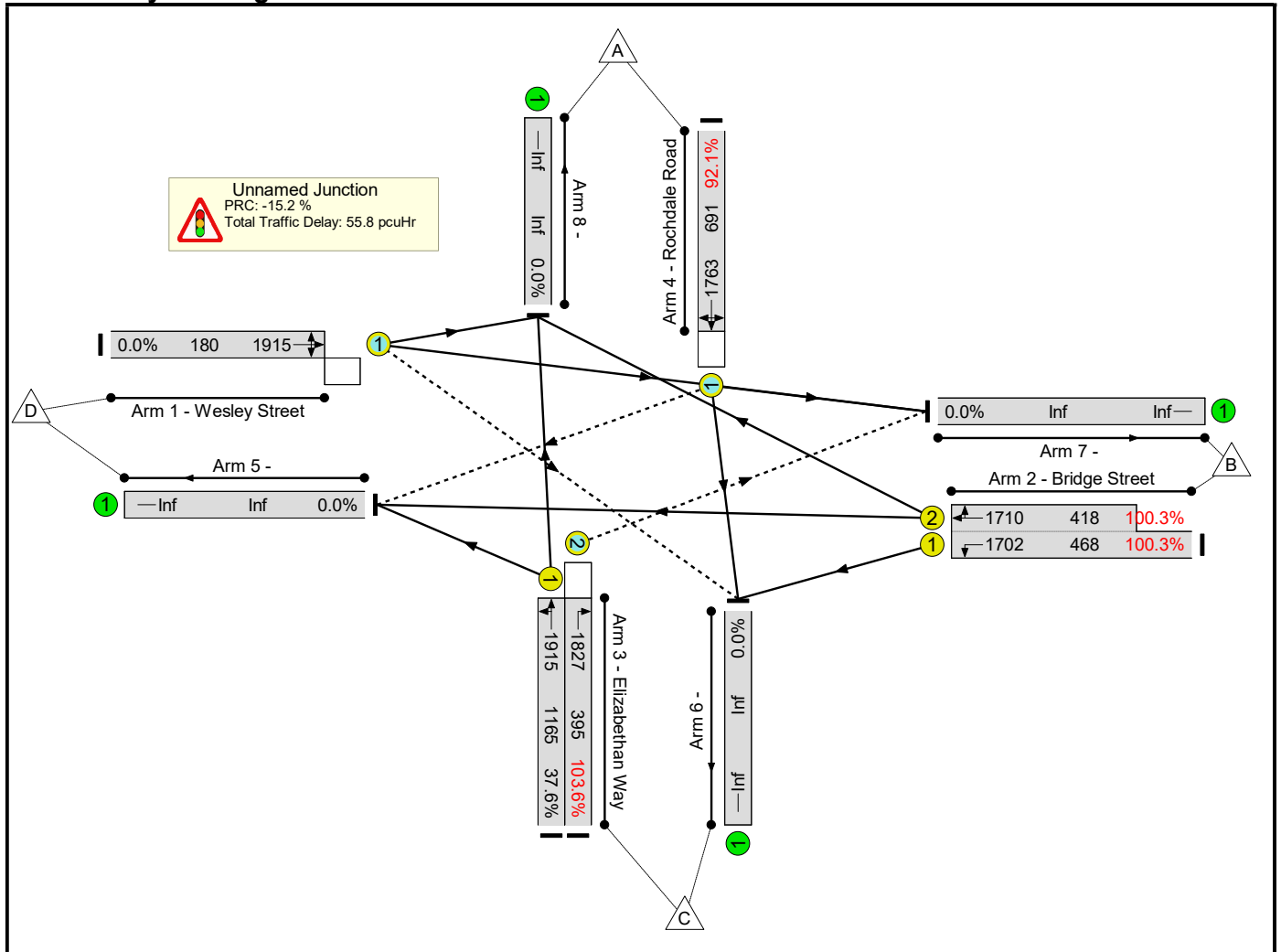


Network Results

Basic Results Summary

Scenario 3: 'AM Demand' (FG9: 'AM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

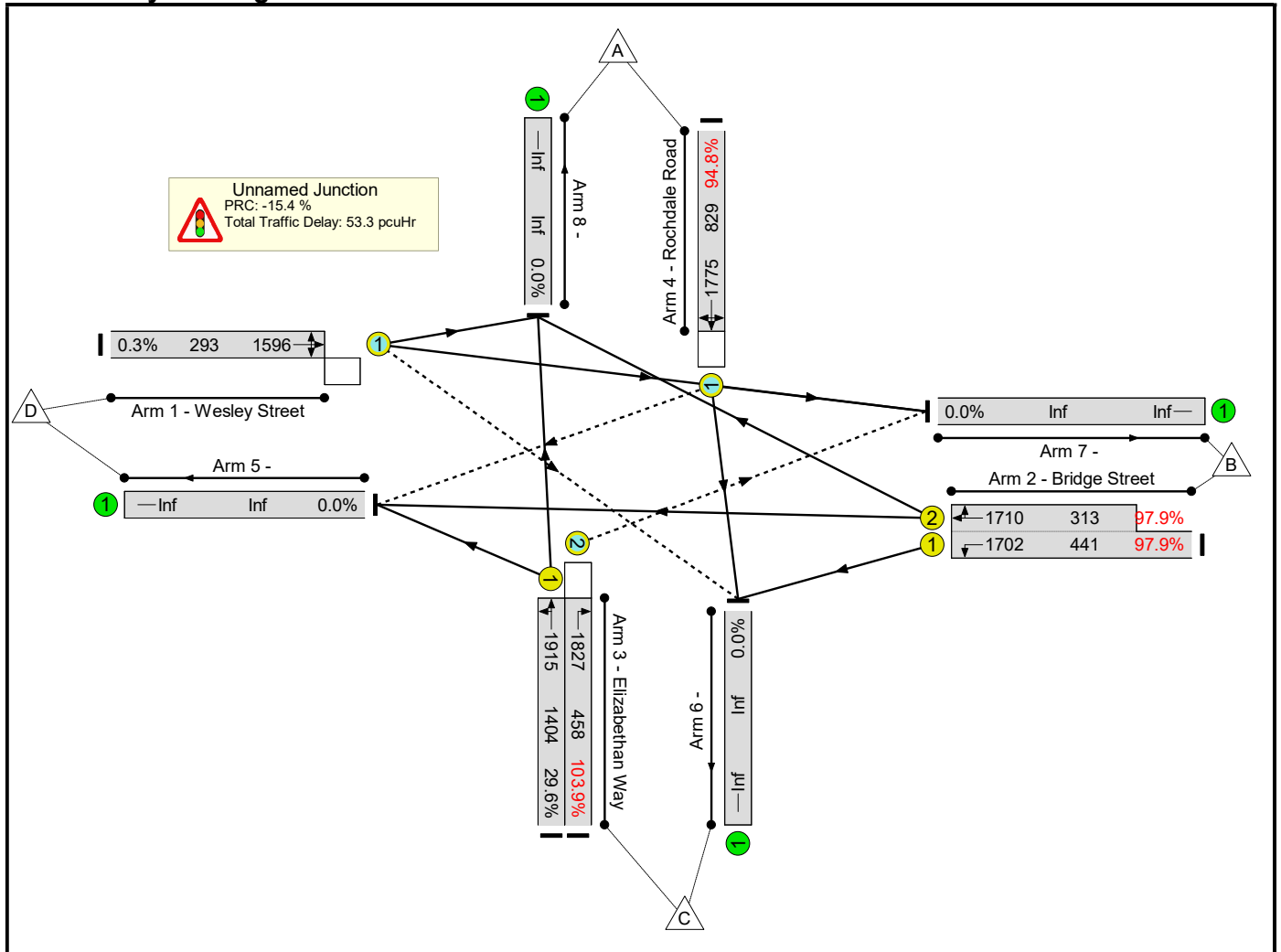


Network Results

Basic Results Summary

Scenario 4: 'PM Demand' (FG10: 'PM Demand', Plan 1: 'Network Control Plan 1')

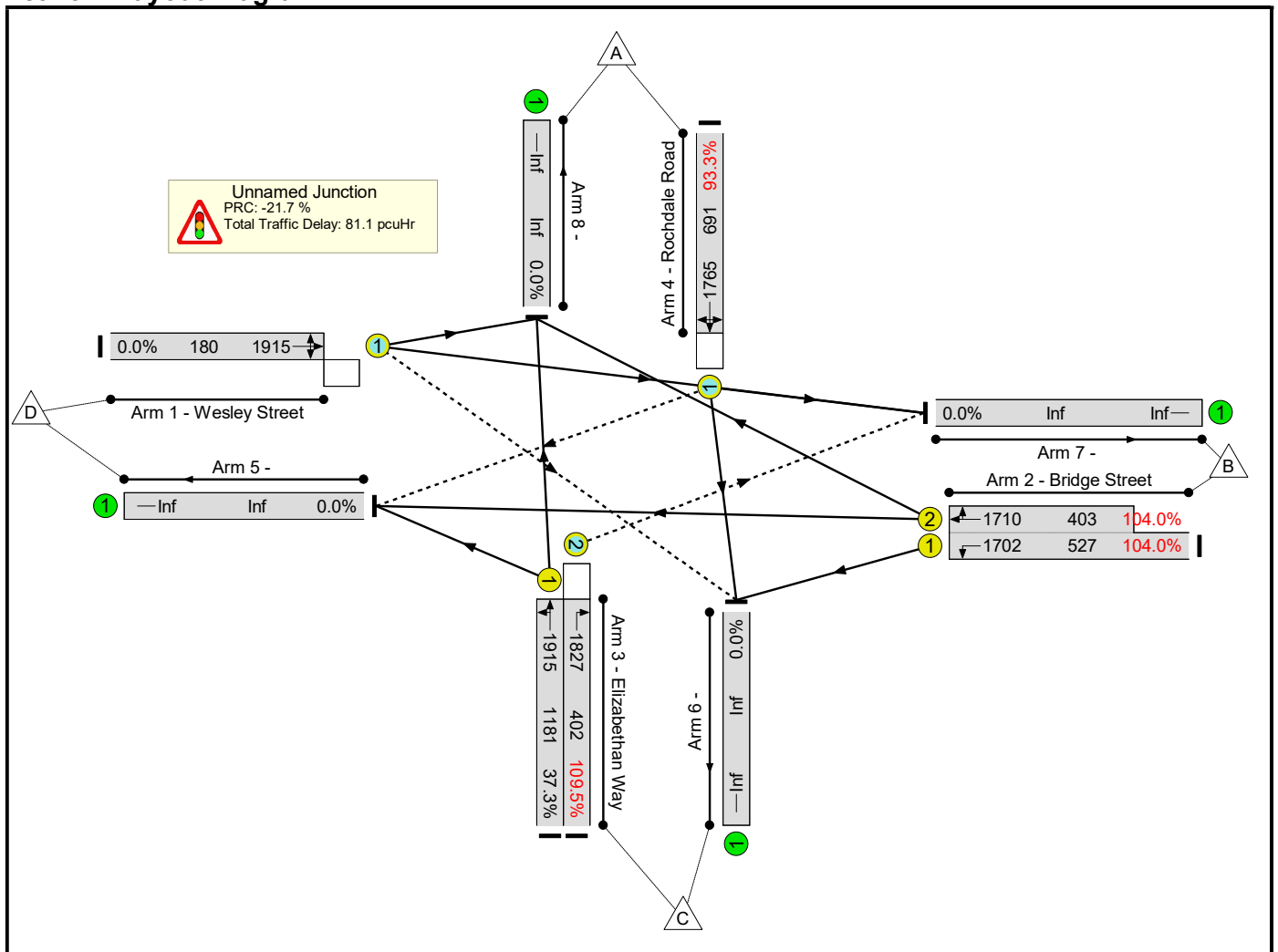
Network Layout Diagram



Network Results

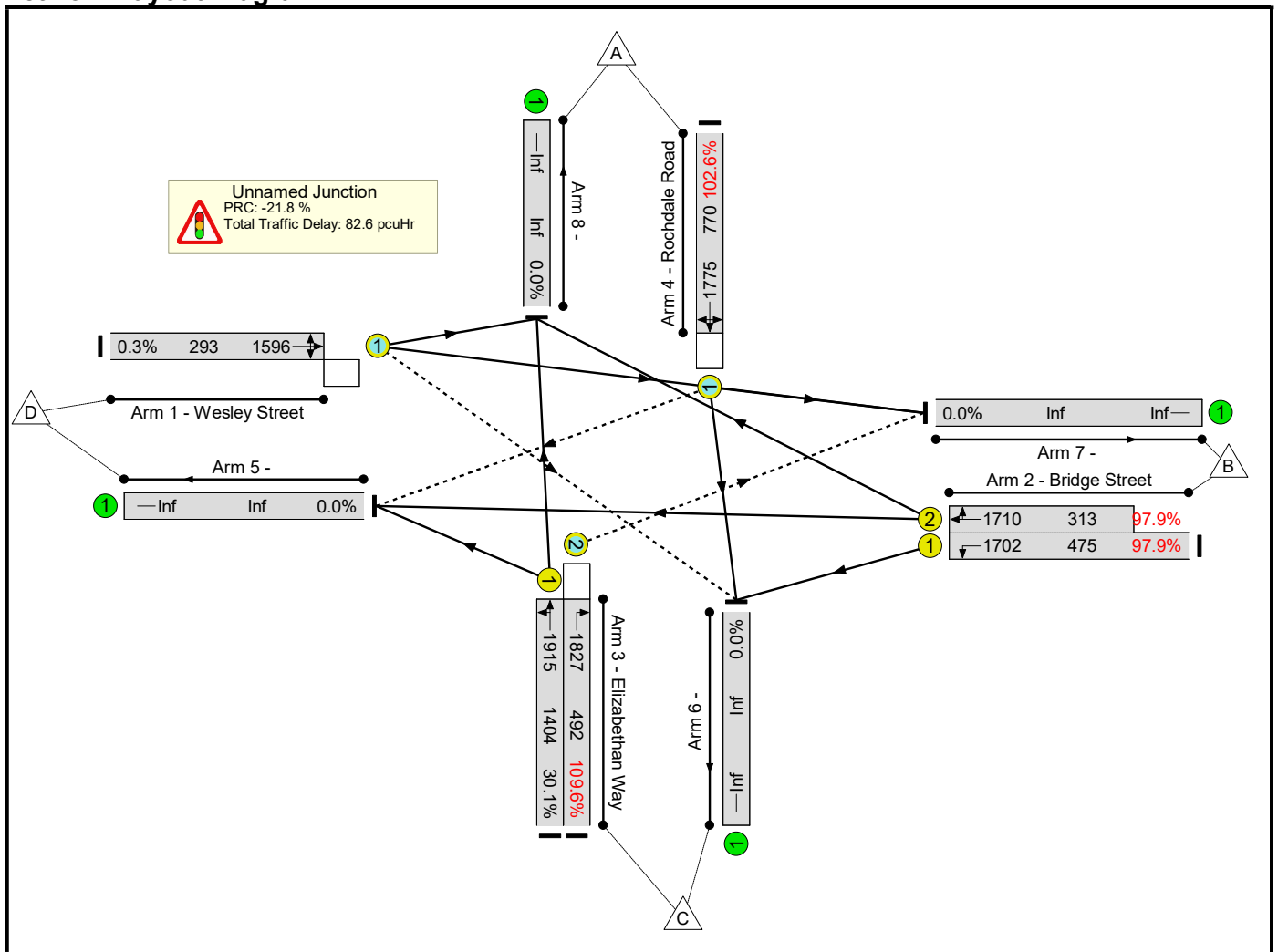
C1	PRC for Signalled Lanes (%):	-15.4	Total Delay for Signalled Lanes (pcuHr):	53.31	Cycle Time (s): 120
	PRC Over All Lanes (%):	-15.4	Total Delay Over All Lanes(pcuHr):	53.31	

Network Layout Diagram



Network Results

Network Layout Diagram

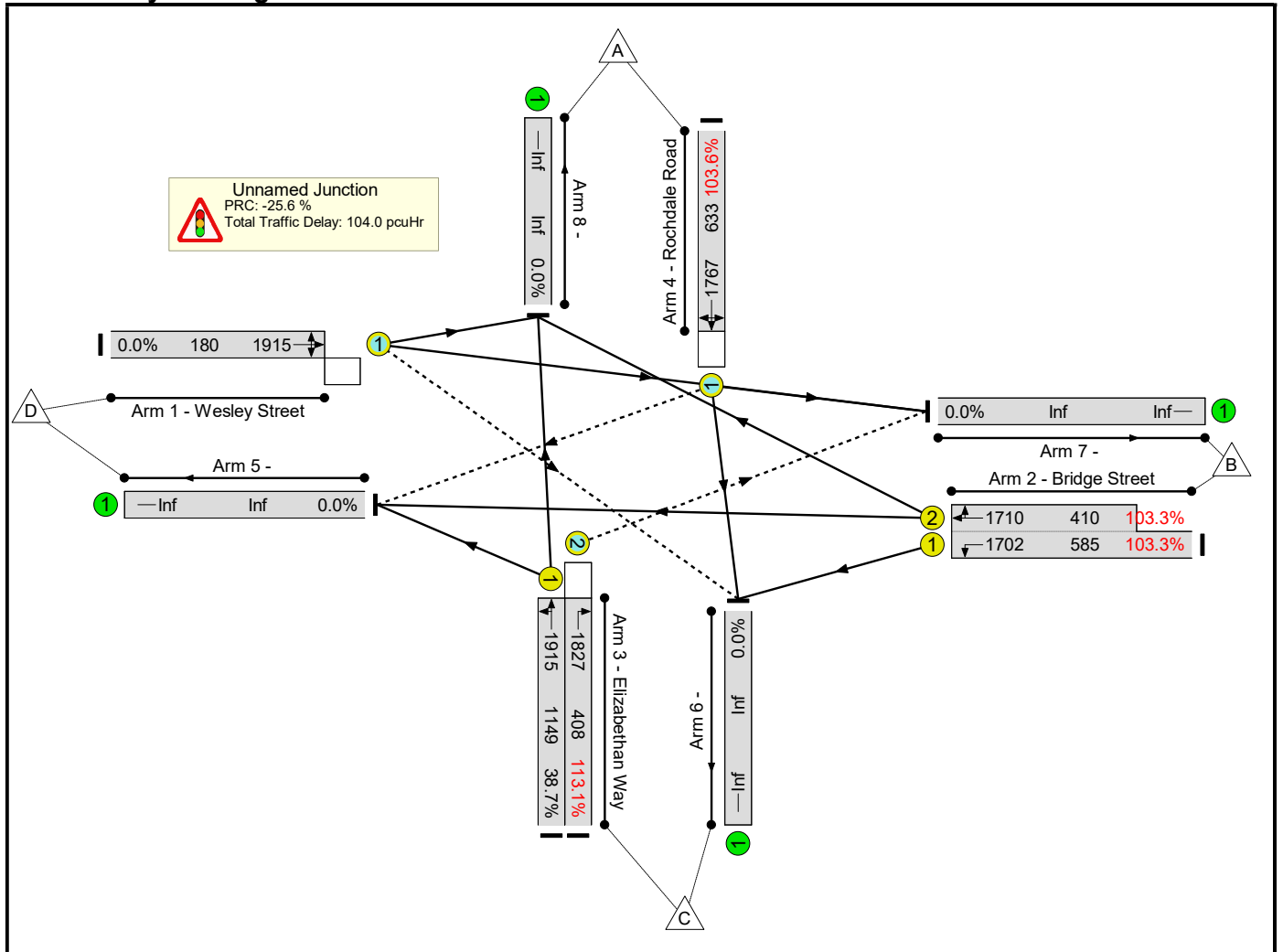


Network Results

Basic Results Summary

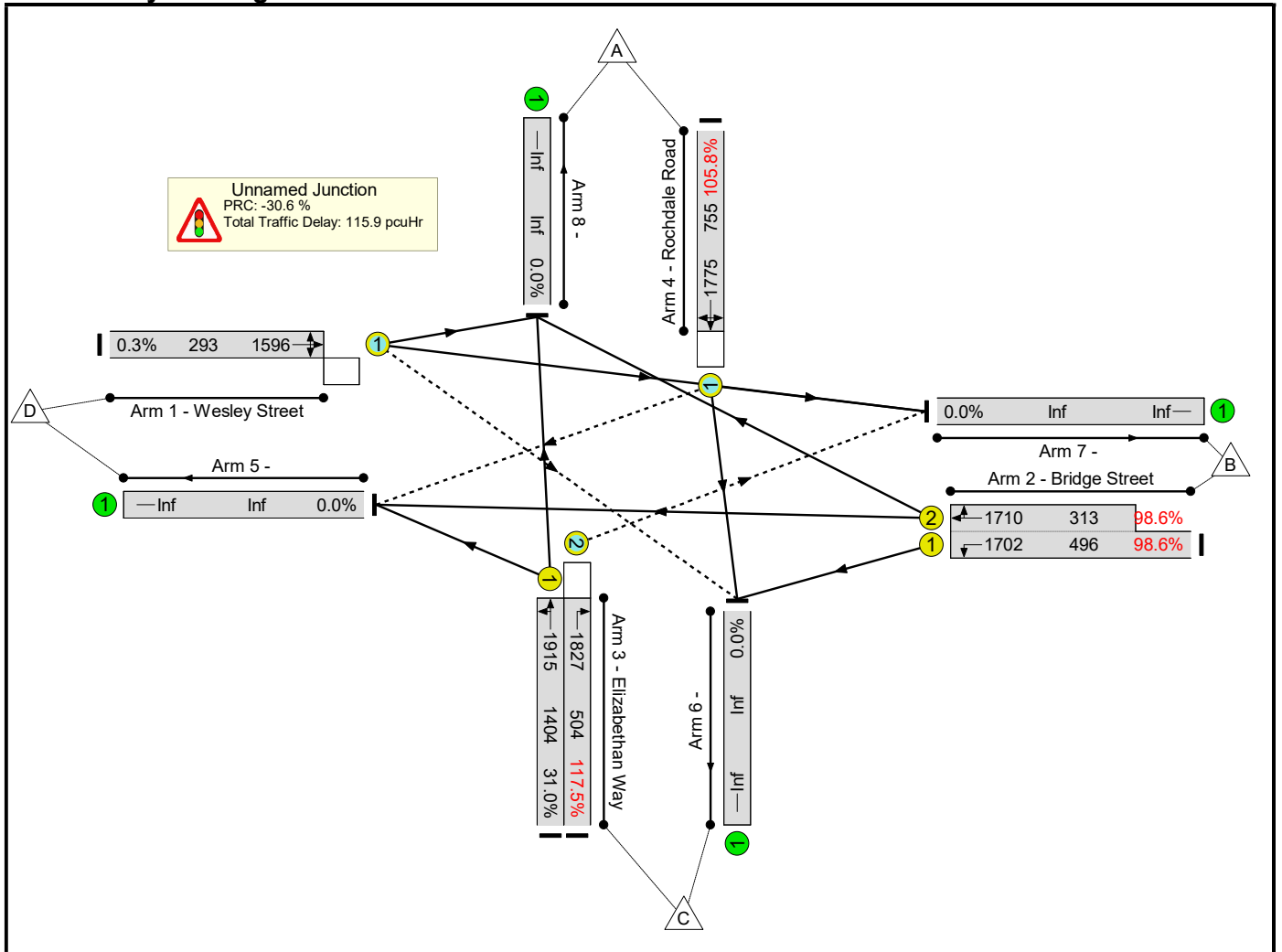
Scenario 7: 'AM Future Base+Resi' (FG5: 'AM Future Base+Resi', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Layout Diagram

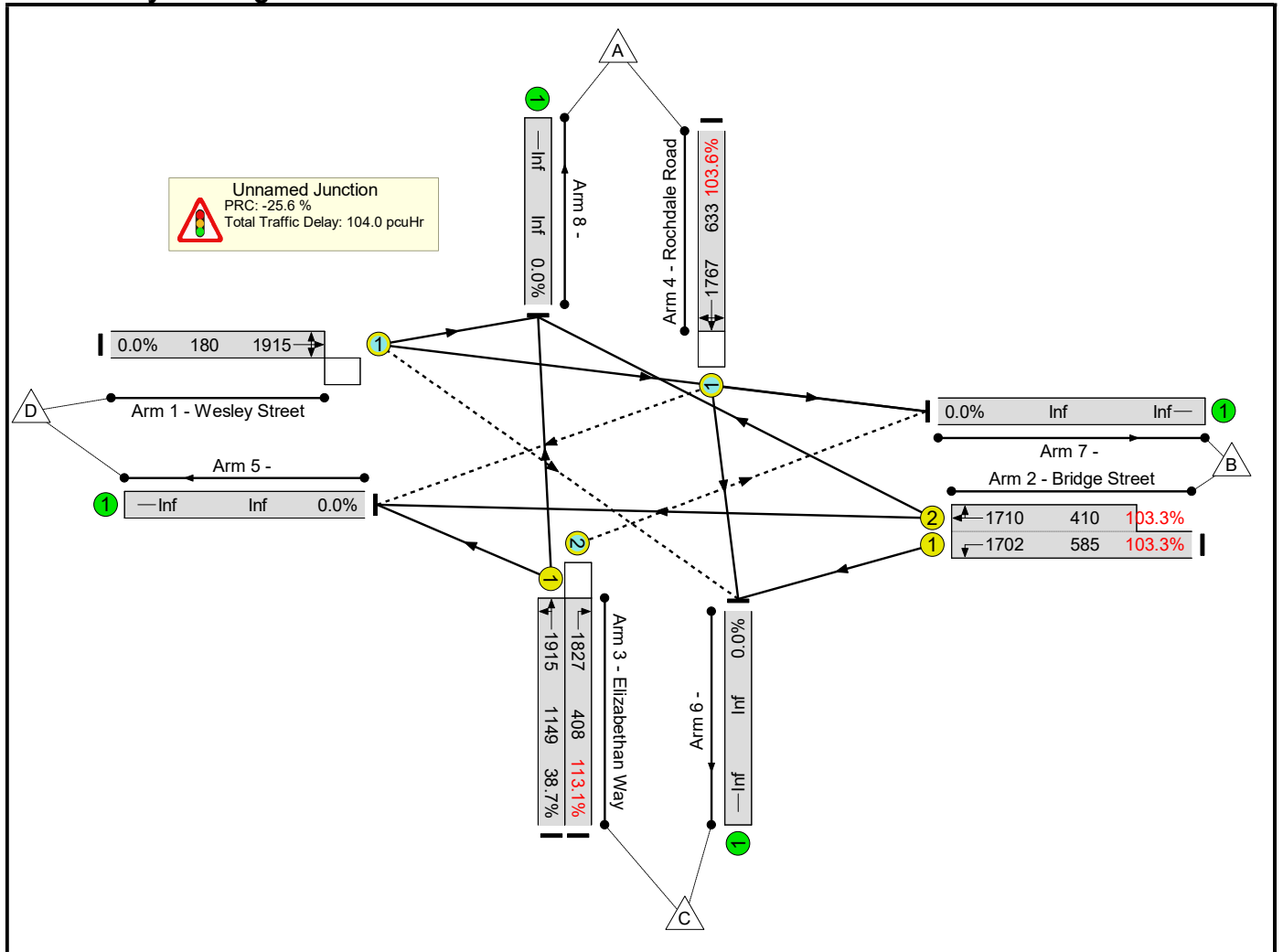


Network Results

Basic Results Summary

Scenario 9: 'AM Future Base+Resi+Sch' (FG7: 'AM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

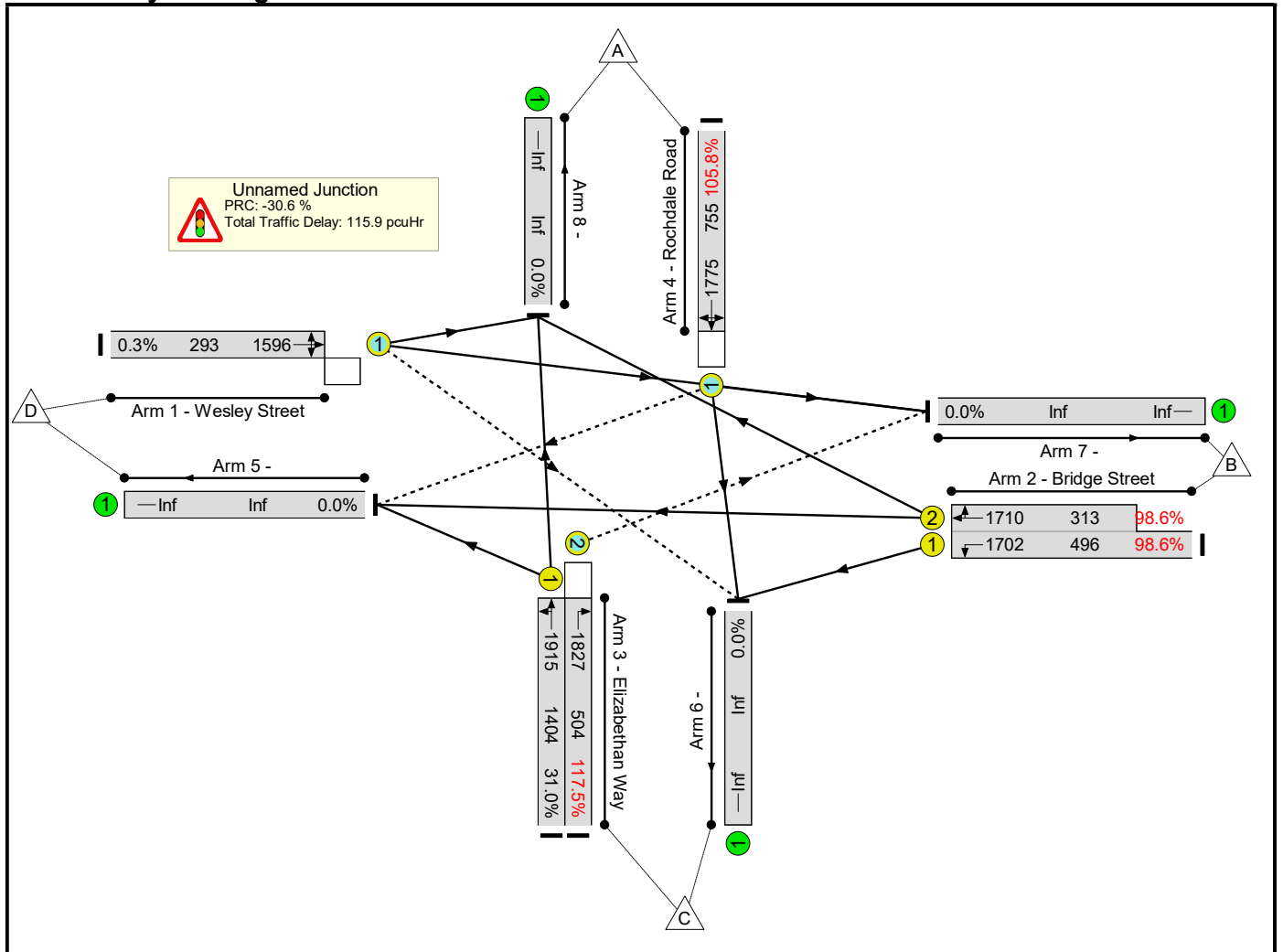


Network Results

Basic Results Summary

Scenario 10: 'PM Future Base+Resi+Sch' (FG8: 'PM Future Base+Resi+Sch', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Junctions 9			
ARCADY 9 - Roundabout 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: Bridge Street-Kiln Lane.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 18:03:54

»2022, AM

»2022, PM

»Future Base, AM

»Future Base, PM

»Future Base+Resi, AM

»Future Base+Resi, PM

»Future Base+Resi+Sch, AM

»Future Base+Resi+Sch, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
1 - Kiln Lane	6.4	29.71	0.87	D	2.6	13.57	0.72	B
2 - Dale Street	3.4	29.49	0.77	D	8.0	51.88	0.90	F
3 - Bridge Street	2.1	10.34	0.67	B	5.6	25.04	0.85	D
Future Base								
1 - Kiln Lane	19.7	85.14	0.97	F	3.4	16.97	0.77	C
2 - Dale Street	5.3	46.47	0.85	E	10.7	70.33	0.93	F
3 - Bridge Street	2.4	11.30	0.70	B	10.0	41.97	0.92	E
Future Base+Resi								
1 - Kiln Lane	67.5	261.55	1.04	F	4.0	19.31	0.80	C
2 - Dale Street	7.3	64.47	0.89	F	14.6	95.61	0.95	F
3 - Bridge Street	2.7	12.09	0.72	B	22.8	90.27	0.97	F
Future Base+Resi+Sch								
1 - Kiln Lane	67.5	261.55	1.04	F	4.0	19.31	0.80	C
2 - Dale Street	7.3	64.47	0.89	F	14.6	95.61	0.95	F
3 - Bridge Street	2.7	12.09	0.72	B	22.8	90.27	0.97	F

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

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15
D2	2022	PM	FLAT	00:00	01:30	90	15
D4	Future Base	AM	FLAT	00:00	01:30	90	15
D5	Future Base	PM	FLAT	00:00	01:30	90	15
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	22.28	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Kiln Lane	
2	Dale Street	
3	Bridge Street	

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 - Kiln Lane	3.79	3.17	4.65	0.5	10.56	6.00	0.0	
2 - Dale Street	3.40	3.40	3.40	0.0	16.41	15.00	0.0	
3 - Bridge Street	3.50	3.50	4.38	0.5	12.09	10.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Kiln Lane	✓	0.602	1100	0.602	1100
2 - Dale Street				0.630	919
3 - Bridge Street	✓	0.616	1200	0.616	1200

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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	791	100.000
2 - Dale Street		✓	427	100.000
3 - Bridge Street		✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	209	582
	2 - Dale Street	139	0	288
	3 - Bridge Street	440	311	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	2	2
	2 - Dale Street	5	0	2
	3 - Bridge Street	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.87	29.71	6.4	D
2 - Dale Street	0.77	29.49	3.4	D
3 - Bridge Street	0.67	10.34	2.1	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	308	915	0.865	769	5.4	22.671	C
2 - Dale Street	427	566	562	0.759	415	2.9	23.728	C
3 - Bridge Street	751	135	1117	0.673	743	2.1	9.844	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	311	913	0.867	789	5.9	28.551	D
2 - Dale Street	427	580	553	0.772	426	3.2	28.631	D
3 - Bridge Street	751	139	1115	0.674	751	2.1	10.318	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	311	913	0.867	790	6.1	29.211	D
2 - Dale Street	427	581	553	0.773	427	3.3	29.175	D
3 - Bridge Street	751	139	1114	0.674	751	2.1	10.331	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	311	913	0.867	791	6.2	29.478	D
2 - Dale Street	427	582	552	0.773	427	3.4	29.355	D
3 - Bridge Street	751	139	1114	0.674	751	2.1	10.336	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	311	913	0.867	791	6.3	29.622	D
2 - Dale Street	427	582	552	0.773	427	3.4	29.443	D
3 - Bridge Street	751	139	1114	0.674	751	2.1	10.337	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	791	311	913	0.867	791	6.4	29.714	D
2 - Dale Street	427	582	552	0.773	427	3.4	29.493	D
3 - Bridge Street	751	139	1114	0.674	751	2.1	10.339	B

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	28.63	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	694	100.000
2 - Dale Street		✓	577	100.000
3 - Bridge Street		✓	828	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	258	436
	2 - Dale Street	370	0	207
	3 - Bridge Street	599	229	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	1	1
	2 - Dale Street	1	0	2
	3 - Bridge Street	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.72	13.57	2.6	B
2 - Dale Street	0.90	51.88	8.0	F
3 - Bridge Street	0.85	25.04	5.6	D

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	224	965	0.719	684	2.5	12.553	B
2 - Dale Street	577	430	648	0.890	553	5.9	33.057	D
3 - Bridge Street	828	355	981	0.844	809	4.8	19.427	C

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	228	962	0.721	694	2.5	13.510	B
2 - Dale Street	577	436	644	0.895	573	7.0	46.574	E
3 - Bridge Street	828	367	974	0.850	826	5.2	24.053	C

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	229	962	0.721	694	2.6	13.550	B
2 - Dale Street	577	436	644	0.896	575	7.4	49.319	E
3 - Bridge Street	828	369	973	0.851	827	5.4	24.635	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	229	962	0.721	694	2.6	13.563	B
2 - Dale Street	577	436	644	0.896	576	7.7	50.610	F
3 - Bridge Street	828	369	973	0.851	828	5.5	24.858	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	229	962	0.721	694	2.6	13.567	B
2 - Dale Street	577	436	644	0.896	576	7.9	51.373	F
3 - Bridge Street	828	370	972	0.852	828	5.6	24.975	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	694	229	962	0.721	694	2.6	13.570	B
2 - Dale Street	577	436	644	0.896	577	8.0	51.876	F
3 - Bridge Street	828	370	972	0.852	828	5.6	25.043	D

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	49.40	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Future Base	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	869	100.000
2 - Dale Street		✓	427	100.000
3 - Bridge Street		✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	209	660
	2 - Dale Street	139	0	288
	3 - Bridge Street	450	332	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	2	2
	2 - Dale Street	5	0	2
	3 - Bridge Street	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.97	85.14	19.7	F
2 - Dale Street	0.85	46.47	5.3	E
3 - Bridge Street	0.70	11.30	2.4	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	328	903	0.963	825	10.9	36.899	E
2 - Dale Street	427	627	524	0.815	412	3.8	30.049	D
3 - Bridge Street	782	134	1117	0.700	773	2.3	10.629	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	332	900	0.965	856	14.2	61.757	F
2 - Dale Street	427	650	509	0.838	424	4.6	41.129	E
3 - Bridge Street	782	138	1115	0.701	782	2.4	11.255	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	332	900	0.965	861	16.2	71.072	F
2 - Dale Street	427	654	507	0.842	426	4.9	43.889	E
3 - Bridge Street	782	139	1115	0.702	782	2.4	11.280	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	332	900	0.965	863	17.7	77.173	F
2 - Dale Street	427	656	506	0.844	426	5.1	45.187	E
3 - Bridge Street	782	139	1115	0.702	782	2.4	11.288	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	332	900	0.965	865	18.8	81.652	F
2 - Dale Street	427	657	505	0.845	427	5.2	45.960	E
3 - Bridge Street	782	139	1114	0.702	782	2.4	11.292	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	869	332	900	0.965	865	19.7	85.138	F
2 - Dale Street	427	657	505	0.846	427	5.3	46.473	E
3 - Bridge Street	782	139	1114	0.702	782	2.4	11.296	B

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	41.15	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Future Base	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	727	100.000
2 - Dale Street		✓	577	100.000
3 - Bridge Street		✓	890	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	258	469
	2 - Dale Street	370	0	207
	3 - Bridge Street	626	264	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	1	1
	2 - Dale Street	1	0	2
	3 - Bridge Street	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.77	16.97	3.4	C
2 - Dale Street	0.93	70.33	10.7	F
3 - Bridge Street	0.92	41.97	10.0	E

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	256	946	0.768	715	3.1	15.012	C
2 - Dale Street	577	461	629	0.918	549	7.0	37.941	E
3 - Bridge Street	890	352	983	0.905	861	7.2	25.791	D

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	262	942	0.772	726	3.3	16.779	C
2 - Dale Street	577	469	624	0.925	570	8.7	58.069	F
3 - Bridge Street	890	366	975	0.913	885	8.5	36.813	E

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	263	942	0.772	727	3.3	16.895	C
2 - Dale Street	577	469	624	0.925	574	9.6	63.810	F
3 - Bridge Street	890	368	973	0.914	887	9.1	39.413	E

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	264	941	0.772	727	3.4	16.939	C
2 - Dale Street	577	469	623	0.925	575	10.1	66.924	F
3 - Bridge Street	890	369	973	0.915	888	9.5	40.691	E

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	264	941	0.772	727	3.4	16.960	C
2 - Dale Street	577	469	623	0.925	575	10.5	68.927	F
3 - Bridge Street	890	369	973	0.915	889	9.8	41.475	E

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	727	264	941	0.772	727	3.4	16.972	C
2 - Dale Street	577	469	623	0.925	576	10.7	70.334	F
3 - Bridge Street	890	369	973	0.915	889	10.0	41.970	E

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	129.92	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	932	100.000
2 - Dale Street		✓	427	100.000
3 - Bridge Street		✓	804	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	209	723
	2 - Dale Street	139	0	288
	3 - Bridge Street	472	332	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	2	2
	2 - Dale Street	5	0	2
	3 - Bridge Street	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	1.04	261.55	67.5	F
2 - Dale Street	0.89	64.47	7.3	F
3 - Bridge Street	0.72	12.09	2.7	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	328	903	1.032	856	18.9	53.112	F
2 - Dale Street	427	664	500	0.853	409	4.6	35.542	E
3 - Bridge Street	804	133	1118	0.719	794	2.6	11.262	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	887	30.1	111.861	F
2 - Dale Street	427	688	485	0.880	422	5.8	52.832	F
3 - Bridge Street	804	137	1115	0.721	804	2.6	12.031	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	892	40.2	152.569	F
2 - Dale Street	427	692	483	0.884	425	6.4	58.372	F
3 - Bridge Street	804	138	1115	0.721	804	2.7	12.070	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	894	49.6	190.224	F
2 - Dale Street	427	694	482	0.886	425	6.8	61.300	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.084	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	896	58.6	226.355	F
2 - Dale Street	427	695	481	0.888	426	7.1	63.169	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.090	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	897	67.5	261.551	F
2 - Dale Street	427	696	481	0.888	426	7.3	64.472	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.095	B

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	68.15	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	754	100.000
2 - Dale Street		✓	577	100.000
3 - Bridge Street		✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	258	496
	2 - Dale Street	370	0	207
	3 - Bridge Street	684	264	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	1	1
	2 - Dale Street	1	0	2
	3 - Bridge Street	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.80	19.31	4.0	C
2 - Dale Street	0.95	95.61	14.6	F
3 - Bridge Street	0.97	90.27	22.8	F

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	252	949	0.795	740	3.6	16.469	C
2 - Dale Street	577	487	612	0.942	544	8.1	42.789	E
3 - Bridge Street	948	349	985	0.962	903	11.2	34.758	D

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	260	944	0.799	753	3.8	18.909	C
2 - Dale Street	577	495	607	0.951	567	10.7	70.627	F
3 - Bridge Street	948	363	976	0.971	932	15.2	60.067	F

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	261	943	0.800	754	3.9	19.132	C
2 - Dale Street	577	496	607	0.951	571	12.2	81.006	F
3 - Bridge Street	948	366	974	0.973	937	17.9	71.286	F

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	262	942	0.800	754	3.9	19.226	C
2 - Dale Street	577	496	606	0.951	573	13.2	87.495	F
3 - Bridge Street	948	367	974	0.974	940	19.9	79.181	F

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	262	942	0.800	754	4.0	19.279	C
2 - Dale Street	577	496	606	0.951	574	14.0	92.109	F
3 - Bridge Street	948	368	973	0.974	942	21.5	85.299	F

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	263	942	0.800	754	4.0	19.315	C
2 - Dale Street	577	496	606	0.951	575	14.6	95.607	F
3 - Bridge Street	948	368	973	0.974	943	22.8	90.272	F

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	129.92	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	932	100.000
2 - Dale Street		✓	427	100.000
3 - Bridge Street		✓	804	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	209	723
	2 - Dale Street	139	0	288
	3 - Bridge Street	472	332	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	2	2
	2 - Dale Street	5	0	2
	3 - Bridge Street	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	1.04	261.55	67.5	F
2 - Dale Street	0.89	64.47	7.3	F
3 - Bridge Street	0.72	12.09	2.7	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	328	903	1.032	856	18.9	53.112	F
2 - Dale Street	427	664	500	0.853	409	4.6	35.542	E
3 - Bridge Street	804	133	1118	0.719	794	2.6	11.262	B

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	887	30.1	111.861	F
2 - Dale Street	427	688	485	0.880	422	5.8	52.832	F
3 - Bridge Street	804	137	1115	0.721	804	2.6	12.031	B

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	892	40.2	152.569	F
2 - Dale Street	427	692	483	0.884	425	6.4	58.372	F
3 - Bridge Street	804	138	1115	0.721	804	2.7	12.070	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	894	49.6	190.224	F
2 - Dale Street	427	694	482	0.886	425	6.8	61.300	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.084	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	896	58.6	226.355	F
2 - Dale Street	427	695	481	0.888	426	7.1	63.169	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.090	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	932	332	900	1.035	897	67.5	261.551	F
2 - Dale Street	427	696	481	0.888	426	7.3	64.472	F
3 - Bridge Street	804	139	1115	0.721	804	2.7	12.095	B

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bridge St-Kiln Lane	Mini-roundabout		1, 2, 3	68.15	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kiln Lane		✓	754	100.000
2 - Dale Street		✓	577	100.000
3 - Bridge Street		✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	258	496
	2 - Dale Street	370	0	207
	3 - Bridge Street	684	264	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Kiln Lane	2 - Dale Street	3 - Bridge Street
From	1 - Kiln Lane	0	1	1
	2 - Dale Street	1	0	2
	3 - Bridge Street	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kiln Lane	0.80	19.31	4.0	C
2 - Dale Street	0.95	95.61	14.6	F
3 - Bridge Street	0.97	90.27	22.8	F

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	252	949	0.795	740	3.6	16.469	C
2 - Dale Street	577	487	612	0.942	544	8.1	42.789	E
3 - Bridge Street	948	349	985	0.962	903	11.2	34.758	D

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	260	944	0.799	753	3.8	18.909	C
2 - Dale Street	577	495	607	0.951	567	10.7	70.627	F
3 - Bridge Street	948	363	976	0.971	932	15.2	60.067	F

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	261	943	0.800	754	3.9	19.132	C
2 - Dale Street	577	496	607	0.951	571	12.2	81.006	F
3 - Bridge Street	948	366	974	0.973	937	17.9	71.286	F

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	262	942	0.800	754	3.9	19.226	C
2 - Dale Street	577	496	606	0.951	573	13.2	87.495	F
3 - Bridge Street	948	367	974	0.974	940	19.9	79.181	F

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	262	942	0.800	754	4.0	19.279	C
2 - Dale Street	577	496	606	0.951	574	14.0	92.109	F
3 - Bridge Street	948	368	973	0.974	942	21.5	85.299	F

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kiln Lane	754	263	942	0.800	754	4.0	19.315	C
2 - Dale Street	577	496	606	0.951	575	14.6	95.607	F
3 - Bridge Street	948	368	973	0.974	943	22.8	90.272	F

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: Wildhouse Lane- Kiln Lane.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 08:25:50

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022									
Stream B-C	D1	22.5	1134.76	1.20	F	D2	7.1	726.37	1.09	F
Stream B-A		131.3	1067.51	1.21	F		66.5	558.00	1.10	F
Stream C-AB		0.4	7.68	0.22	A		0.4	9.59	0.23	A
	Future Base									
Stream B-C	D4	35.6	2024.90	1.39	F	D5	10.6	1139.00	1.18	F
Stream B-A		243.7	1957.93	1.39	F		118.9	986.70	1.19	F
Stream C-AB		0.4	7.79	0.22	A		0.4	9.96	0.24	A
	Future Base+Resi									
Stream B-C	D7	44.2	2768.08	1.54	F	D8	13.6	1524.46	1.27	F
Stream B-A		336.8	2697.01	1.54	F		164.9	1376.23	1.27	F
Stream C-AB		0.4	7.88	0.23	A		0.4	10.33	0.24	B
	Future Base+Resi+Sch									
Stream B-C	D10	44.2	2768.08	1.54	F	D11	13.6	1524.46	1.27	F
Stream B-A		336.8	2697.01	1.54	F		164.9	1376.23	1.27	F
Stream C-AB		0.4	7.88	0.23	A		0.4	10.33	0.24	B

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

File summary

File Description

Title	
Location	
Site number	
Date	26/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15
D2	2022	PM	FLAT	00:00	01:30	90	15
D4	Future Base	AM	FLAT	00:00	01:30	90	15
D5	Future Base	PM	FLAT	00:00	01:30	90	15
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		454.33	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kiln Lane West		Major
B	Wildhouse Lane		Minor
C	Kiln Lane East		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 - Kiln Lane East	7.50			80.0	✓	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 - Wildhouse Lane	One lane plus flare	6.29	5.22	4.10	4.10	3.64		1.00	18	15

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	553	0.094	0.238	0.150	0.340
B-C	508	0.073	0.184	-	-
C-B	620	0.225	0.225	-	-

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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	543	100.000
B - Wildhouse Lane		✓	579	100.000
C - Kiln Lane East		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
	From			
	A - Kiln Lane West	0	425	118
	B - Wildhouse Lane	496	0	83
	C - Kiln Lane East	153	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
	From			
	A - Kiln Lane West	0	7	3
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.20	1134.76	22.5	F
B-A	1.21	1067.51	131.3	F
C-AB	0.22	7.68	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	69	1.201	59	6.0	237.045	F
B-A	496	413	1.201	397	24.8	130.297	F
C-AB	134	609	0.219	132	0.4	7.633	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	74	1.127	70	9.1	449.441	F
B-A	496	410	1.209	409	46.6	332.669	F
C-AB	134	609	0.220	134	0.4	7.680	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	72	1.153	70	12.4	615.080	F
B-A	496	411	1.206	411	68.0	517.653	F
C-AB	134	609	0.220	134	0.4	7.680	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	71	1.169	70	15.7	785.804	F
B-A	496	412	1.205	411	89.2	701.405	F
C-AB	134	609	0.220	134	0.4	7.678	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	70	1.179	70	19.0	960.277	F
B-A	496	412	1.204	412	110.3	884.544	F
C-AB	134	609	0.220	134	0.4	7.681	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	70	1.186	69	22.5	1134.758	F
B-A	496	412	1.204	412	131.3	1067.509	F
C-AB	134	609	0.220	134	0.4	7.678	A
C-A	119			119			
A-B	425			425			
A-C	118			118			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		183.68	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	858	100.000
B - Wildhouse Lane		✓	487	100.000
C - Kiln Lane East		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	754	104
	B - Wildhouse Lane	447	0	40
	C - Kiln Lane East	84	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	2	1
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.09	726.37	7.1	F
B-A	1.10	558.00	66.5	F
C-AB	0.23	9.59	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	37	1.089	28	3.1	282.678	F
B-A	447	410	1.089	385	15.5	92.508	F
C-AB	112	492	0.228	111	0.3	9.516	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	42	0.954	36	4.0	422.085	F
B-A	447	408	1.095	403	26.5	207.715	F
C-AB	112	492	0.229	112	0.3	9.586	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	41	0.968	37	4.8	501.213	F
B-A	447	408	1.095	406	36.9	298.778	F
C-AB	112	492	0.229	112	0.3	9.586	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	41	0.984	37	5.6	577.272	F
B-A	447	409	1.094	407	46.9	386.581	F
C-AB	112	492	0.229	112	0.4	9.585	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	40	0.998	37	6.3	653.018	F
B-A	447	409	1.093	408	56.8	472.766	F
C-AB	112	492	0.229	112	0.4	9.587	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	40	1.010	37	7.1	726.367	F
B-A	447	409	1.093	408	66.5	557.999	F
C-AB	112	492	0.229	112	0.4	9.587	A
C-A	65			65			
A-B	754			754			
A-C	104			104			

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		871.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Future Base	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	574	100.000
B - Wildhouse Lane		✓	657	100.000
C - Kiln Lane East		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	456	118
	B - Wildhouse Lane	574	0	83
	C - Kiln Lane East	153	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	7	3
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.39	2024.90	35.6	F
B-A	1.39	1957.93	243.7	F
C-AB	0.22	7.79	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	60	1.386	53	7.5	314.529	F
B-A	574	414	1.386	404	42.4	202.607	F
C-AB	134	603	0.222	133	0.4	7.742	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	63	1.323	61	12.9	679.032	F
B-A	574	412	1.392	412	82.9	562.270	F
C-AB	134	603	0.223	134	0.4	7.791	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	61	1.350	61	18.5	1006.855	F
B-A	574	413	1.390	413	123.2	911.137	F
C-AB	134	603	0.223	134	0.4	7.793	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	61	1.365	60	24.1	1338.180	F
B-A	574	413	1.389	413	163.4	1260.326	F
C-AB	134	603	0.223	134	0.4	7.791	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	60	1.373	60	29.8	1682.865	F
B-A	574	413	1.388	413	203.6	1608.992	F
C-AB	134	603	0.223	134	0.4	7.791	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	60	1.377	60	35.6	2024.897	F
B-A	574	413	1.388	413	243.7	1957.929	F
C-AB	134	603	0.223	134	0.4	7.791	A
C-A	119			119			
A-B	456			456			
A-C	118			118			

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		321.57	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Future Base	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	921	100.000
B - Wildhouse Lane		✓	520	100.000
C - Kiln Lane East		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	817	104
	B - Wildhouse Lane	480	0	40
	C - Kiln Lane East	84	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	2	1
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.18	1139.00	10.6	F
B-A	1.19	986.70	118.9	F
C-AB	0.24	9.96	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	34	1.184	26	3.5	324.321	F
B-A	480	405	1.184	388	23.0	124.649	F
C-AB	113	478	0.236	111	0.4	9.880	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	38	1.054	34	4.9	531.347	F
B-A	480	403	1.190	402	42.6	312.318	F
C-AB	113	478	0.236	113	0.4	9.958	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	37	1.081	34	6.3	680.396	F
B-A	480	404	1.189	403	61.8	481.775	F
C-AB	113	478	0.236	113	0.4	9.956	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	36	1.105	34	7.7	831.973	F
B-A	480	404	1.188	404	80.9	650.426	F
C-AB	113	478	0.236	113	0.4	9.959	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	36	1.123	34	9.1	986.941	F
B-A	480	404	1.187	404	99.9	818.642	F
C-AB	113	478	0.236	113	0.4	9.957	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	35	1.136	34	10.6	1138.996	F
B-A	480	404	1.187	404	118.9	986.695	F
C-AB	113	478	0.236	113	0.4	9.957	A
C-A	64			64			
A-B	817			817			
A-C	104			104			

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		1242.07	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	596	100.000
B - Wildhouse Lane		✓	720	100.000
C - Kiln Lane East		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	478	118
	B - Wildhouse Lane	637	0	83
	C - Kiln Lane East	153	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	7	3
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.54	2768.08	44.2	F
B-A	1.54	2697.01	336.8	F
C-AB	0.23	7.88	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.537	48	8.6	381.143	F
B-A	637	414	1.537	407	57.5	265.861	F
C-AB	134	598	0.225	133	0.4	7.822	A
C-A	119			119			
A-B	478			478			
A-C	118			118			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	56	1.481	55	15.6	876.949	F
B-A	637	413	1.542	413	113.5	758.290	F
C-AB	135	598	0.225	135	0.4	7.873	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	55	1.506	55	22.7	1333.687	F
B-A	637	414	1.540	413	169.3	1243.029	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	55	1.519	54	29.8	1808.082	F
B-A	637	414	1.540	414	225.2	1727.639	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.526	54	37.0	2290.518	F
B-A	637	414	1.539	414	281.0	2212.134	F
C-AB	135	598	0.225	135	0.4	7.874	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.530	54	44.2	2768.083	F
B-A	637	414	1.539	414	336.8	2697.013	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		446.21	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	979	100.000
B - Wildhouse Lane		✓	547	100.000
C - Kiln Lane East		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	875	104
	B - Wildhouse Lane	507	0	40
	C - Kiln Lane East	84	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	2	1
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.27	1524.46	13.6	F
B-A	1.27	1376.23	164.9	F
C-AB	0.24	10.33	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	32	1.266	25	3.8	361.524	F
B-A	507	400	1.266	387	29.9	155.467	F
C-AB	113	466	0.244	112	0.4	10.240	B
C-A	64			64			
A-B	875			875			
A-C	104			104			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	35	1.142	32	5.7	633.424	F
B-A	507	399	1.271	398	57.2	411.161	F
C-AB	114	466	0.244	114	0.4	10.326	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	34	1.176	32	7.6	850.257	F
B-A	507	399	1.270	399	84.2	652.479	F
C-AB	114	466	0.244	114	0.4	10.327	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	33	1.202	32	9.5	1064.438	F
B-A	507	399	1.269	399	111.2	893.771	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	33	1.219	32	11.5	1296.285	F
B-A	507	400	1.269	399	138.0	1135.076	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	32	1.231	32	13.6	1524.460	F
B-A	507	400	1.268	400	164.9	1376.229	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		1242.07	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	596	100.000
B - Wildhouse Lane		✓	720	100.000
C - Kiln Lane East		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	478	118
	B - Wildhouse Lane	637	0	83
	C - Kiln Lane East	153	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	7	3
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.54	2768.08	44.2	F
B-A	1.54	2697.01	336.8	F
C-AB	0.23	7.88	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.537	48	8.6	381.143	F
B-A	637	414	1.537	407	57.5	265.861	F
C-AB	134	598	0.225	133	0.4	7.822	A
C-A	119			119			
A-B	478			478			
A-C	118			118			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	56	1.481	55	15.6	876.949	F
B-A	637	413	1.542	413	113.5	758.290	F
C-AB	135	598	0.225	135	0.4	7.873	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	55	1.506	55	22.7	1333.687	F
B-A	637	414	1.540	413	169.3	1243.029	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	55	1.519	54	29.8	1808.082	F
B-A	637	414	1.540	414	225.2	1727.639	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.526	54	37.0	2290.518	F
B-A	637	414	1.539	414	281.0	2212.134	F
C-AB	135	598	0.225	135	0.4	7.874	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	54	1.530	54	44.2	2768.083	F
B-A	637	414	1.539	414	336.8	2697.013	F
C-AB	135	598	0.225	135	0.4	7.875	A
C-A	118			118			
A-B	478			478			
A-C	118			118			

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		446.21	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane West		✓	979	100.000
B - Wildhouse Lane		✓	547	100.000
C - Kiln Lane East		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	875	104
	B - Wildhouse Lane	507	0	40
	C - Kiln Lane East	84	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Kiln Lane West	B - Wildhouse Lane	C - Kiln Lane East
From	A - Kiln Lane West	0	2	1
	B - Wildhouse Lane	2	0	0
	C - Kiln Lane East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.27	1524.46	13.6	F
B-A	1.27	1376.23	164.9	F
C-AB	0.24	10.33	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	32	1.266	25	3.8	361.524	F
B-A	507	400	1.266	387	29.9	155.467	F
C-AB	113	466	0.244	112	0.4	10.240	B
C-A	64			64			
A-B	875			875			
A-C	104			104			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	35	1.142	32	5.7	633.424	F
B-A	507	399	1.271	398	57.2	411.161	F
C-AB	114	466	0.244	114	0.4	10.326	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	34	1.176	32	7.6	850.257	F
B-A	507	399	1.270	399	84.2	652.479	F
C-AB	114	466	0.244	114	0.4	10.327	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	33	1.202	32	9.5	1064.438	F
B-A	507	399	1.269	399	111.2	893.771	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	33	1.219	32	11.5	1296.285	F
B-A	507	400	1.269	399	138.0	1135.076	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	32	1.231	32	13.6	1524.460	F
B-A	507	400	1.268	400	164.9	1376.229	F
C-AB	114	466	0.244	114	0.4	10.329	B
C-A	63			63			
A-B	875			875			
A-C	104			104			

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: Wildhouse Lane- Kiln Lane - RBC Mitigation.j9

Path: \\mfs02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q3-Design\3B-Models\TP\TA Models

Report generation date: 22/03/2023 08:55:36

- »2022, AM
- »2022, PM
- »Future Base, AM
- »Future Base, PM
- »Future Base+Resi, AM
- »Future Base+Resi, PM
- »Future Base+Resi+Sch, AM
- »Future Base+Resi+Sch, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022									
Stream B-AC	D1	2.0	29.16	0.67	D	D2	1.2	24.15	0.54	C
Stream C-AB		0.3	9.88	0.25	A		0.3	8.99	0.21	A
	Future Base									
Stream B-AC	D4	2.5	35.85	0.72	E	D5	1.3	27.23	0.57	D
Stream C-AB		0.4	10.38	0.26	B		0.3	9.15	0.21	A
	Future Base+Resi									
Stream B-AC	D7	3.0	43.92	0.76	E	D8	1.5	30.72	0.60	D
Stream C-AB		0.4	10.83	0.26	B		0.3	9.29	0.21	A
	Future Base+Resi+Sch									
Stream B-AC	D10	3.0	43.92	0.76	E	D11	1.5	30.72	0.60	D
Stream C-AB		0.4	10.83	0.26	B		0.3	9.29	0.21	A

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

File summary

File Description

Title	
Location	
Site number	
Date	26/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\frempong_f
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15
D2	2022	PM	FLAT	00:00	01:30	90	15
D4	Future Base	AM	FLAT	00:00	01:30	90	15
D5	Future Base	PM	FLAT	00:00	01:30	90	15
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		6.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wildhouse Lane		Major
B	Kiln Lane East		Minor
C	Kiln Lane West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kiln Lane West	6.00		✓	2.20	80.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Kiln Lane East	One lane	3.00	18	15

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	491	0.089	0.226	0.142	0.323
B-C	634	0.097	0.245	-	-
C-B	620	0.240	0.240	-	-

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 period length (min)	Time segment length (min)
D1	2022	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	579	100.000
B - Kiln Lane East		✓	253	100.000
C - Kiln Lane West		✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	83	496
	B - Kiln Lane East	100	0	153
	C - Kiln Lane West	425	118	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	7	3
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	29.16	2.0	D
C-AB	0.25	9.88	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.670	246	1.9	26.214	D
C-AB	120	488	0.245	118	0.3	9.811	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.671	253	2.0	28.943	D
C-AB	120	488	0.245	120	0.3	9.879	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.671	253	2.0	29.072	D
C-AB	120	488	0.245	120	0.3	9.881	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.671	253	2.0	29.121	D
C-AB	120	488	0.245	120	0.3	9.881	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.671	253	2.0	29.144	D
C-AB	120	488	0.245	120	0.3	9.879	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	377	0.671	253	2.0	29.161	D
C-AB	120	488	0.245	120	0.3	9.881	A
C-A	423			423			
A-B	83			83			
A-C	496			496			

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	487	100.000
B - Kiln Lane East		✓	177	100.000
C - Kiln Lane West		✓	858	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
	A - Wildhouse Lane	0	40	447
	B - Kiln Lane East	93	0	84
	C - Kiln Lane West	754	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
	A - Wildhouse Lane	0	2	1
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	24.15	1.2	C
C-AB	0.21	8.99	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	328	0.540	173	1.1	22.816	C
C-AB	105	510	0.207	104	0.3	8.945	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	327	0.541	177	1.2	24.084	C
C-AB	105	510	0.207	105	0.3	8.990	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	327	0.541	177	1.2	24.122	C
C-AB	105	510	0.207	105	0.3	8.991	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	327	0.541	177	1.2	24.134	C
C-AB	105	510	0.207	105	0.3	8.991	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	327	0.541	177	1.2	24.141	C
C-AB	105	510	0.207	105	0.3	8.989	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	327	0.541	177	1.2	24.146	C
C-AB	105	510	0.207	105	0.3	8.989	A
C-A	753			753			
A-B	40			40			
A-C	447			447			

Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		6.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Future Base	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	657	100.000
B - Kiln Lane East		✓	253	100.000
C - Kiln Lane West		✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	83	574
	B - Kiln Lane East	100	0	153
	C - Kiln Lane West	456	118	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	7	3
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.72	35.85	2.5	E
C-AB	0.26	10.38	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.714	244	2.2	30.908	D
C-AB	120	470	0.255	119	0.3	10.304	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.715	252	2.4	35.352	E
C-AB	120	470	0.255	120	0.3	10.381	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.715	253	2.4	35.647	E
C-AB	120	470	0.255	120	0.4	10.384	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.715	253	2.4	35.754	E
C-AB	120	470	0.255	120	0.4	10.382	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.715	253	2.5	35.816	E
C-AB	120	470	0.255	120	0.4	10.384	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	354	0.715	253	2.5	35.851	E
C-AB	120	470	0.255	120	0.4	10.382	B
C-A	454			454			
A-B	83			83			
A-C	574			574			

Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		3.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Future Base	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	520	100.000
B - Kiln Lane East		✓	177	100.000
C - Kiln Lane West		✓	921	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	40	480
	B - Kiln Lane East	93	0	84
	C - Kiln Lane West	817	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	2	1
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	27.23	1.3	D
C-AB	0.21	9.15	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.570	172	1.3	25.393	D
C-AB	106	503	0.210	105	0.3	9.105	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.571	177	1.3	27.133	D
C-AB	106	503	0.210	106	0.3	9.153	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.571	177	1.3	27.195	D
C-AB	106	503	0.210	106	0.3	9.154	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.571	177	1.3	27.216	D
C-AB	106	503	0.210	106	0.3	9.152	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.571	177	1.3	27.227	D
C-AB	106	503	0.210	106	0.3	9.154	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	310	0.571	177	1.3	27.232	D
C-AB	106	503	0.210	106	0.3	9.152	A
C-A	815			815			
A-B	40			40			
A-C	480			480			

Future Base+Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		7.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Future Base+Resi	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	720	100.000
B - Kiln Lane East		✓	253	100.000
C - Kiln Lane West		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
	A - Wildhouse Lane	0	83	637
	B - Kiln Lane East	100	0	153
	C - Kiln Lane West	478	118	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
	A - Wildhouse Lane	0	7	3
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	43.92	3.0	E
C-AB	0.26	10.83	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	242	2.6	35.916	E
C-AB	120	456	0.264	119	0.4	10.735	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	252	2.8	42.831	E
C-AB	120	456	0.264	120	0.4	10.824	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	2.9	43.455	E
C-AB	120	456	0.264	120	0.4	10.824	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.702	E
C-AB	120	456	0.264	120	0.4	10.825	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.835	E
C-AB	120	456	0.264	120	0.4	10.827	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.917	E
C-AB	120	456	0.264	120	0.4	10.825	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

Future Base+Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Future Base+Resi	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	547	100.000
B - Kiln Lane East		✓	177	100.000
C - Kiln Lane West		✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	40	507
	B - Kiln Lane East	93	0	84
	C - Kiln Lane West	875	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	2	1
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.60	30.72	1.5	D
C-AB	0.21	9.29	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.599	171	1.4	28.192	D
C-AB	106	498	0.213	105	0.3	9.238	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.558	D
C-AB	106	498	0.213	106	0.3	9.289	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.658	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.694	D
C-AB	106	498	0.213	106	0.3	9.289	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.712	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.723	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

Future Base+Resi+Sch, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		7.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Future Base+Resi+Sch	AM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	720	100.000
B - Kiln Lane East		✓	253	100.000
C - Kiln Lane West		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	83	637
	B - Kiln Lane East	100	0	153
	C - Kiln Lane West	478	118	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	7	3
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	43.92	3.0	E
C-AB	0.26	10.83	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	242	2.6	35.916	E
C-AB	120	456	0.264	119	0.4	10.735	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	252	2.8	42.831	E
C-AB	120	456	0.264	120	0.4	10.824	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	2.9	43.455	E
C-AB	120	456	0.264	120	0.4	10.824	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.702	E
C-AB	120	456	0.264	120	0.4	10.825	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.835	E
C-AB	120	456	0.264	120	0.4	10.827	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	335	0.755	253	3.0	43.917	E
C-AB	120	456	0.264	120	0.4	10.825	B
C-A	476			476			
A-B	83			83			
A-C	637			637			

Future Base+Resi+Sch, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Kiln Lane-Wildhouse Lane	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	Future Base+Resi+Sch	PM	FLAT	00:00	01:30	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wildhouse Lane		✓	547	100.000
B - Kiln Lane East		✓	177	100.000
C - Kiln Lane West		✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	40	507
	B - Kiln Lane East	93	0	84
	C - Kiln Lane West	875	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wildhouse Lane	B - Kiln Lane East	C - Kiln Lane West
From	A - Wildhouse Lane	0	2	1
	B - Kiln Lane East	2	0	0
	C - Kiln Lane West	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.60	30.72	1.5	D
C-AB	0.21	9.29	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.599	171	1.4	28.192	D
C-AB	106	498	0.213	105	0.3	9.238	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.558	D
C-AB	106	498	0.213	106	0.3	9.289	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.658	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.694	D
C-AB	106	498	0.213	106	0.3	9.289	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.712	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	295	0.600	177	1.5	30.723	D
C-AB	106	498	0.213	106	0.3	9.287	A
C-A	873			873			
A-B	40			40			
A-C	507			507			

Appendix H – Proposed Masterplan for Rakewood Road Land Parcel



LEGEND

H1 - Gravel in cellular grate system	P1 - Native woodland scrub mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
H2 - Self binding gravel path	P2 - Native hedge mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
H3 - Tarmac access road To engineers detail	P3 - Native groundcover mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
S1 - Conveyance swale	P4 - EM1 - Emorsgate general purpose meadow mixture refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
E1 - Railway sleeper edge refer to 35025-RG-LD-04 for detail	Tree existing with root protection zone
E2 - Timber edge to gravel path refer to 35025-RG-LD-04 for detail	Tree to be removed
F1 - Post and rail fence refer to 35025-RG-LD-04 for detail	Tree proposed, refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
Clear maintenance zone for brook 9m from top of bank	Ecological constraint
Indicative headwall to engineer specification	Section line, refer to 35025-RG-LD-02 for illustrative sections

Notes:
Refer to BLH41-RWD-BET-22-XX-DR-C-1001 - P02 for drainage information
Refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
Refer to 35025-RG-LD-02 for illustrative sections
Refer to 35025-RG-LD-03 for illustrative masterplan
Refer to 35025-RG-LD-04 for typical details

Project
Littleborough Carpark

Drawing Title
General Arrangement Sheet 2

Date 14.12.2023	Scale 1:250	Drawn by LG	Check by ATC
Project No 35025	Drawing No 35025-RG-LD-01	Revision B	



Stantec UK Limited
The Blade
Abbey Square
Reading
RG1 3BE
T: 0118 960 0000

stantec.com/uk



LEGEND

H1 - Gravel in cellular grate system	P1 - Native woodland scrub mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
H2 - Self binding gravel path	P2 - Native hedge mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
H3 - Tarmac access road To engineers detail	P3 - Native groundcover mix refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
S1 - Conveyance swale	P4 - EM1 - Emorsgate general purpose meadow mixture refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
E1 - Railway sleeper edge refer to 35025-RG-LD-04 for detail	T1 - Tree existing with root protection zone
E2 - Timber edge to gravel path refer to 35025-RG-LD-04 for detail	T2 - Tree to be removed
F1 - Post and rail fence refer to 35025-RG-LD-04 for detail	T3 - Tree proposed, refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
Clear maintenance zone for brook 9m from top of bank	T4 - Ecological constraint
Indicative headwall to engineer specification	Section line, refer to 35025-RG-LD-02 for illustrative sections

Notes:
Refer to BUH41-RWD-BET-22-XO-QR-C-1001-P02 for drainage information
Refer to 35025-RG-LD-01 sheet 3 for planting maintenance and schedules
Refer to 35025-RG-LD-02 for illustrative sections
Refer to 35025-RG-LD-03 for illustrative masterplan
Refer to 35025-RG-LD-04 for typical details

Project
Littleborough Carpark

Drawing Title
General Arrangement Sheet 1

Date 14.12.2023	Scale 1:250	Drawn by LG	Check by ATC
Project No 35025	Drawing No 35025-RG-LD-01	Revision B	

Stantec
Stantec UK Limited
The Bridge
Abbey Square
Reading
RG1 3BE
T: 0118 940 0000
stantec.com/uk

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com