Land North of Barkby Road, Syston

Response to Leicester County Council Highways Comments

DTA

Transport Planning Consultants

Land North of Barkby Road, Syston

Response to Leicester County Council Highways Comments

SJT/SC 20060_10 Transport Note
13th December 2022

Prepared by:

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Prepared For:

Taylor Wimpey

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1.0 INTRODUCTION

1.1 Overview

1.1.1 David Tucker Associates (DTA) has been commissioned by Taylor Wimpey to provide transportation advice on the viability and delivery of the proposed residential development of up to 195 dwellings on land north of Barkby Road, Syston. A Transport Assessment (DTA reference 20060-08b has been produced that has assessed the potential implications.

1.1.2 As part of the application process, Leicestershire County Council (LCC) as Local Highway Authority has reviewed the TA and previously made a number of comments (dated 13th May 2022). DTA responded to the comments via a response noted dated June 2022.

1.2 Report Purpose and Structure

1.1.3 This note has been produced in response to additional comments raised by LCC dated 3rd October 2022. The additional comments raised by LCC are summarised below individually with a response from DTA.

1.1.4 The comments from LCC in full is contained within **Appendix A** of this note and should be read in conjunction with this note. For ease, the summary of LCC's comments are set out in *blue italics*, with DTA's response set out in black.

1.1.5 These clarifications confirm and support the findings of the original Transport Assessment.

2.0 LCC COMMENTS AND DTA RESPONSES

2.1 Site Access

1.1.6 Swept-path

Revised swept path analysis should be undertaken using a Phoenix 2-23 W 6x4 refuse vehicle.

DTA response: A revised swept-path analysis showing a Phoenix 2-23 W 6x4 refuse vehicle suitably negotiating the site access junction is shown in **Drawing 20060-02-2**.

1.1.7 Site Access Plan

LCC has commented that the proposed ghost island major-minor priority junction is considered acceptable for the quantum of development, however it is noted that no design layout dimensions, and lane widths have been shown for the proposed ghost island and right turn lane provision. These need to be advised. LCC also stated that DTA Drawing 20060-02 Rev C which is part of the application shows a wide verge provision between the footway and the carriageway edge. LCC requires that this be amended so that the proposed footway runs adjacent to the kerb line.

DTA response: The site access plan, (**Drawing 20060-02 Rev D**) has been revised to include layout dimensions for the proposed ghost island and right turn lane provision, along with the proposed footway running adjacent to the kerb line.

1.1.8 Stage 1 Road Safety Audit

A revised dimensioned plan should be submitted in addition to a Stage 1 RSA and Designer's Response

DTA response: A Stage 1 Road Safety Audit of the access arrangements was carried out by Road Safety Consulting Ltd on 18th October 2022. The audit report is contained within **Appendix B** of this note. It raises four problems. Problems 4.1 and 4.2 relate to drainage issues. The applicant can confirm that the intention is to pipe the roadside ditch and provide positive drainage for the new highway works. These are points which should and can be picked up in the detailed (S278) design. Problem 4.3 relates the need to replace a service cover which again is a detailed design point. Problem 4.4 relates to visibility splays and as shown on the site access plan this can be achieved in full. The applicant can accept a planning condition which secures the provision of the visibility and relocation of any obstructions.

It can be concluded from the report that there are no fundamental safety concerns regarding the site access that cannot be fully resolved at the detailed design stage.

1.1.9 Site Access Roundabout Option

The TA includes an alternate site access scheme in the form of a four arm roundabout, to serve both the proposed development and allocated site HA1 to the south in the future. LCC has requested more detailed scheme, fully dimensioned including

roundabout design criteria, be submitted for review.

DTA response: The proposed roundabout access plan has been revised to incorporate the layout dimensions, as requested by LCC. This is shown on drawings 20060-06 and 20060-06-2.

The junction has also been modelled using the ARCADY module of Junctions 10. As part of the wider allocation, the southern parcel is forecast to deliver around 200 homes served from the southern arm of this proposed roundabout. However, given that the assignment of trips to/from the site is yet to be determined, an estimation of the number of trips from the southern arm has been estimated by applying a factor of two of the proposed development trips (i.e., a total of c 400 houses from the south). The trips have also been assigned using the same distribution percentages as the proposed development traffic. A summary of the assessment is below, with the full ARCADY output is contained within **Appendix E** of this note.

2.2 Accessibility

The Applicant should explore the provision of peak time passenger transport from the site to the local centre. The LHA will also require the Applicant to install or fund the installation of two new bus stops at a suitable, but yet to be determined location on Barkby Road to better serve the site frontage.

DTA response: The applicant welcome's LCC's position that an hourly bus service is not necessarily suitable for the scale / location of the site and that Town Centre is within walking distance for some residents.

The applicant has recently been made aware of the Main Street, Woodthorpe, Loughborough (ref APP/X2410/W/21/3289048) where they are of the view that the conclusions on bus service provision are particularly pertinent to the circumstances at Barkby Road. The applicant has written separately to the LPA on this matter, requesting further clarification with regards to the implications for this application and their response is awaited.

2.3 Trip Generation

The LHA requests that the 'Oadby' trip rates be used as the actual predicted trip rates in the assignment.

DTA response: It is confirmed that The 'Oadby' trip rates have been used as actual predicted trip rates in the assignment.

2.4 Junction Capacity Assessments

The LHA requested for classified turning counts to be undertaken with covid factors applied. The LHA also requested that once the new surveys have been undertaken to re-run the capacity assessments and also include the Fosse Way/ High Street and Barkby Road/ Pembroke Avenue junctions. The LHA also requested that the 2022 base flows should be factored up to a future year of 2027 following application of Covid factors, with the TEMPro growth factor to also be revised and committed developments added.

DTA response: As requested, junction capacity assessment have been re-run following the application of Covid factors provided by LCC to the base year traffic flows.

The adopted rates and flow matrices are provided at Appendix C.

LCC have queried the extent to which other committed developments have been included in the assessment. A plan showing the recent applications in the area is attached at **Appendix D**. There are only two sites in the area which could be considered committed as follows, but neither have a direct impact / material on the junctions within the scope of the TA:

1. P/20/2349/2 (50 units). Impact is 30 trips so wider assessment was scoped out and
2. P/20/2383/2 (270 units) There is minimal trips through the potential overlapping junctions (less than 10 trips so this has been scoped out. It is likely that those numbers could dissipate through the network before reaching our junctions, but even as a worst case, they're minimal.
3. Hallam and DWH were both recently refused and all other applications north of Syston are either built out or expired (P/13/1696/2 Queniborough Lodge for 125 dwells was granted in Jan 2015 and no RMs).

The growth assumptions adopted are therefore robust.

The assessment results are summarised below. The full outputs are contained **Appendix E** of this note.

Table 1: Junction Capacity Assessment Summary

Junction	Base Year (2021/2022)	2027	2027 + Development
Site Access Roundabout	-		Within capacity (highest RFC of 0.29 and Q of 0) Development flows (excluding HA1) through junction: 147 AM, 146, PM
1. High Street/Melton Road/Barkby Road	Within capacity (highest RFC of 0.84 and Q of 5)	Approaching capacity (highest RFC of 0.89 and Q of 7)	Approaching capacity (highest RFC of 0.93 and Q of 10) Development flows through junction: 48 AM, 48, PM
2. Barkby Road/ Queniborough Road	Within capacity (highest DoS of 71.6% and Q of 9)	Within capacity (highest DoS of 75.6% and Q of 9)	Within capacity (highest DoS of 80.3% and Q of 11) Development flows through junction: 60 AM, 60, PM
4. Barkby Road/ Pembroke Avenue	Within capacity (highest RFC of 0.34 and Q of 1)	Within capacity (highest RFC of 0.36 and Q of 1)	Within capacity (highest RFC of 0.44 and Q of 1) Development flows through junction: 87 AM, 87, PM
5. Goodes Lane/ Melton Road;	Within capacity (highest RFC of 0.82 and Q of 7)	Approaching capacity (highest RFC of 0.89 and Q of 11)	Nearing capacity (highest RFC of 0.97 and Q of 20) Development flows through junction: 40 AM, 39, PM
6. Fosse Way/ High Street	Within capacity (highest DoS of 78.2% and Q of 18)	Within capacity (highest DoS of 89.2% and Q of 22)	Approaching capacity (highest DoS of 92.9% and Q of 25) Development flows through junction: 44 AM, 44, PM

The result of the assessment indicates that J1,J5 and J6 will be approaching the theoretical capacity threshold. A review of the number of development trips shows that around 40-50 two way vehicles are forecasted to route through each junction. This is the equivalent of 1 vehicle per minute.

NPPF identifies that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The maximum increase of around one vehicle per minute cannot be judged as being severe. Therefore, it suggested the delivery of the highway intervention based on the

development impact is not justified.

A residential Travel Plan will also be implemented as part of the mitigation strategy, further reducing dependency of car trips to/ from the site.

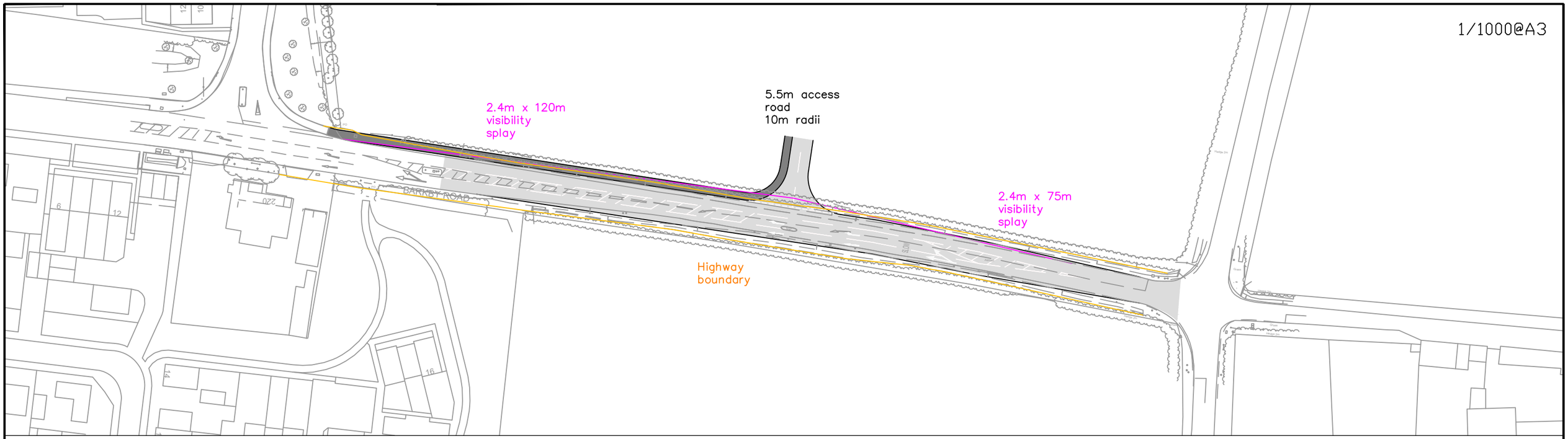
3.0 SUMMARY

3.1 The purpose of this note is to address the additional comments raised by Leicester County Council on the Transport Assessment produced in support of the planning application for the proposed residential development on land north of Barkby Road, Syston.

3.2 The details requested have been provided which further confirms that the development will not have a severe impact, and, on this basis, the development should be supported from a transportation standpoint.

Drawings

1/1000@A3



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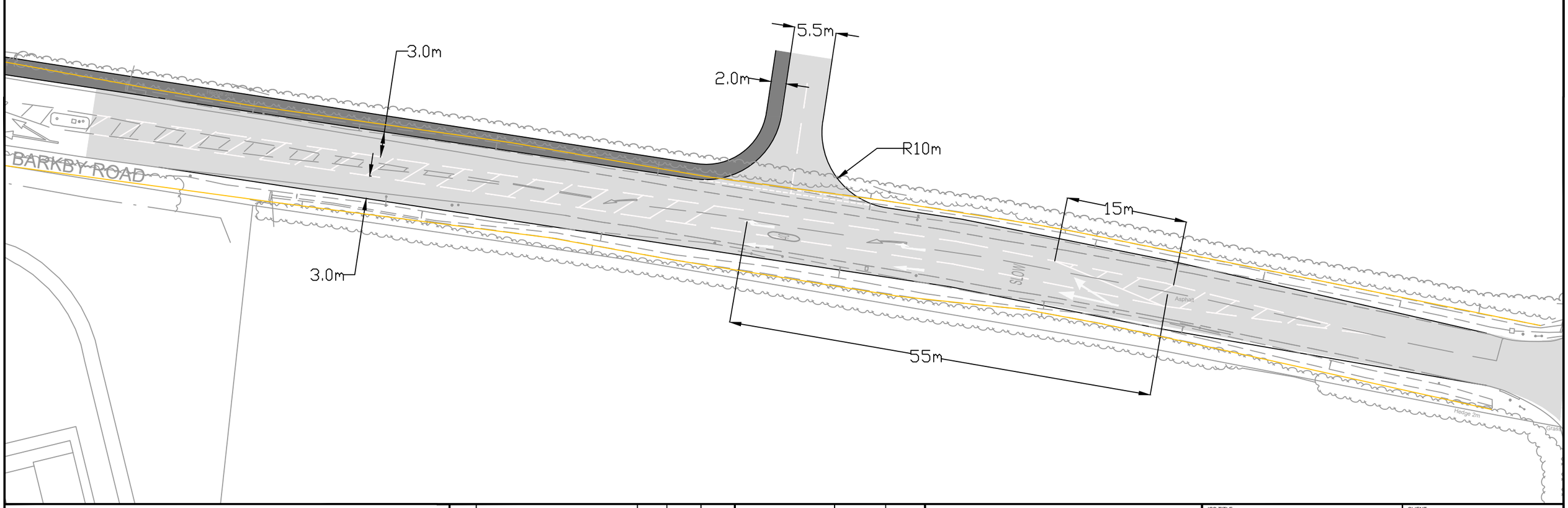

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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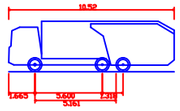
JOB TITLE	CLIENT
Syston	Taylor Wimpey

DRAWING TITLE

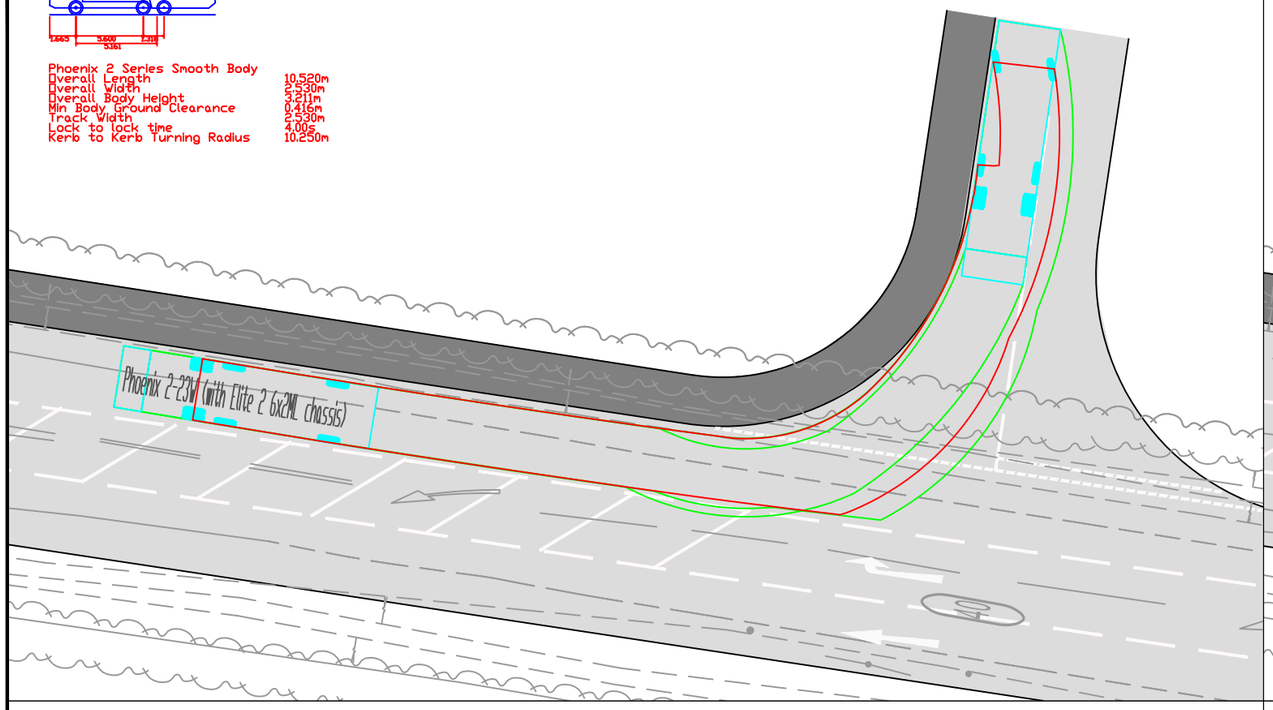
Proposed Site Access
Right Turn Lane Northern Site

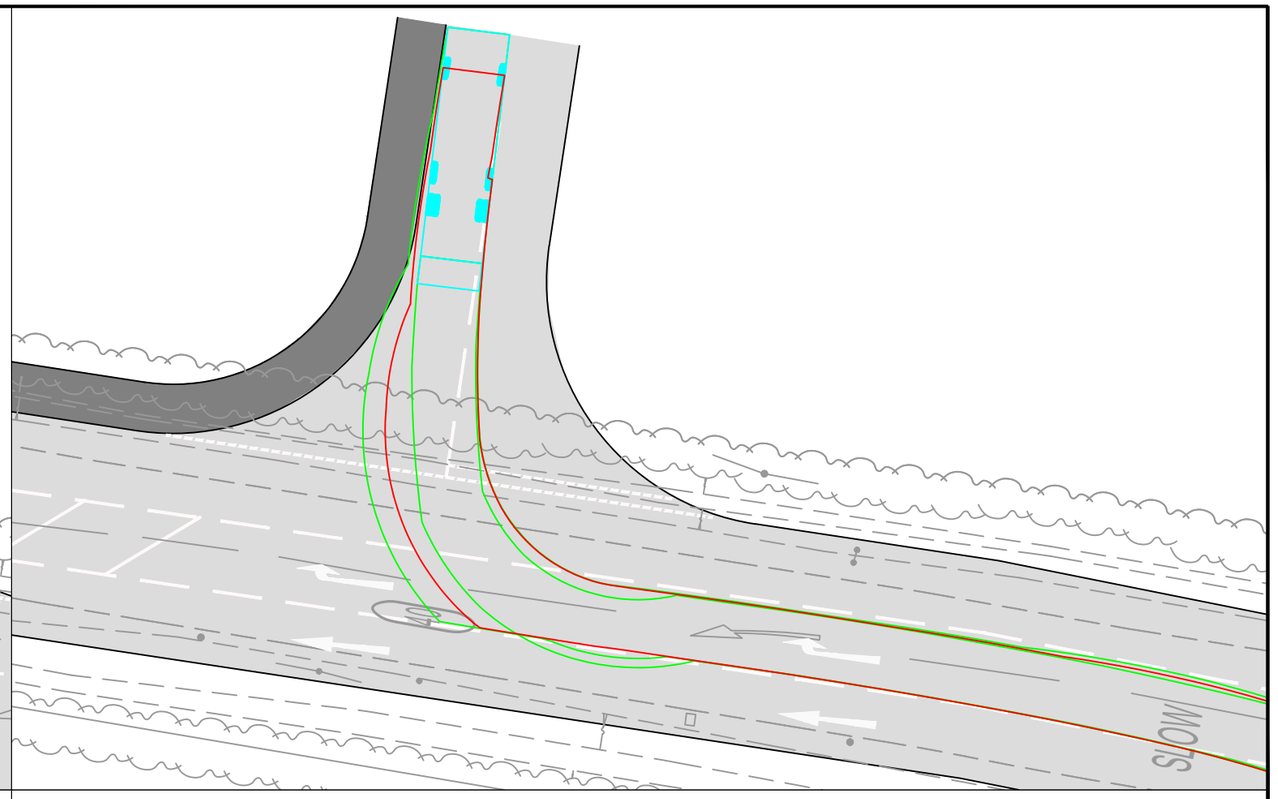
SCALE	DRAWN BY	DATE	DRAWING No	REVISION
See Plan	BP	12-10-22	20060-02	D

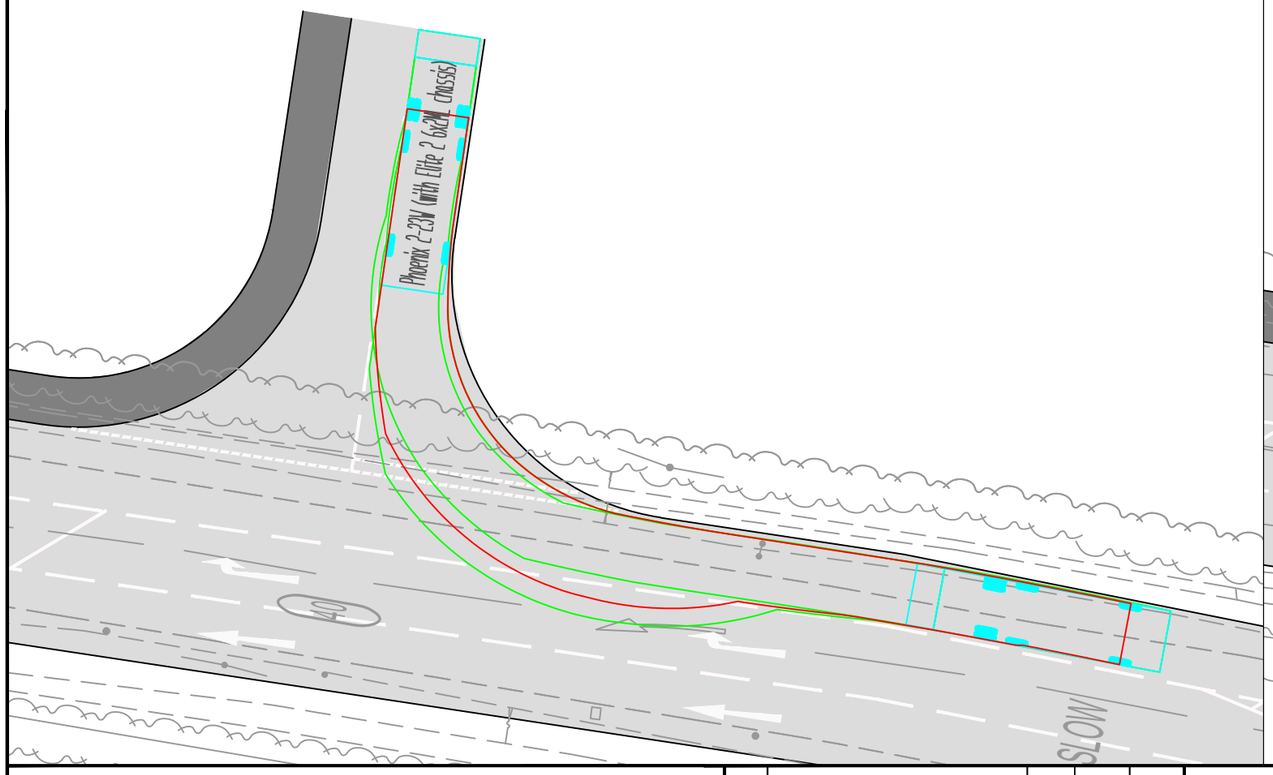


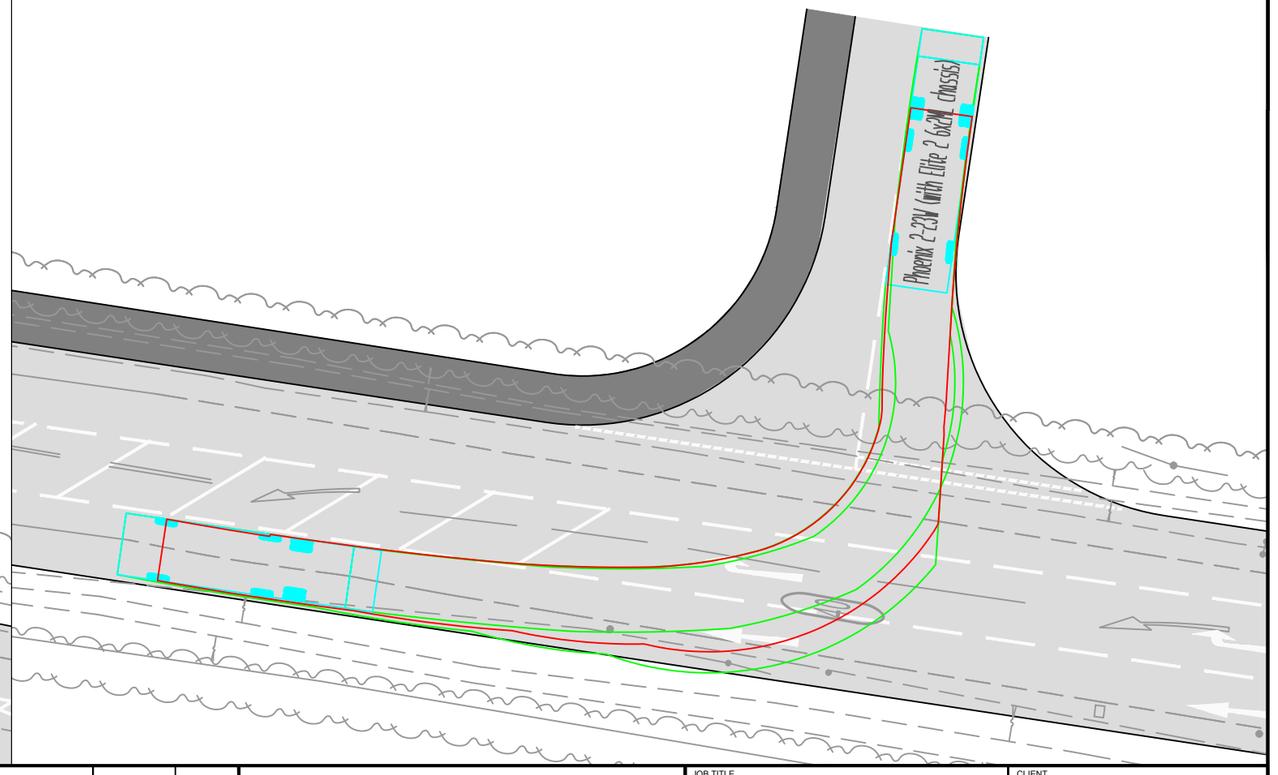
Phoenix 2 Series Smooth Body

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.339m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m









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JOB TITLE	CLIENT
Syston	Taylor Wimpey

DRAWING TITLE

Vehicle Tracking Plan

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:250@A3	BP	12-10-22	20060-02-2	D

1/1000@A3

90m visibility

34m icd roundabout

BARKBY ROAD

Highway boundary

90m visibility

1/500@A3

6.0000

R39.7991

R24.5293

R35.2897

7.6789

34.000

6.3935

R91.9332

R41.2435

R20.0000

R73.5425

6.0000

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JOB TITLE	CLIENT
Syston	Taylor Wimpey

DRAWING TITLE: Proposed Site Access

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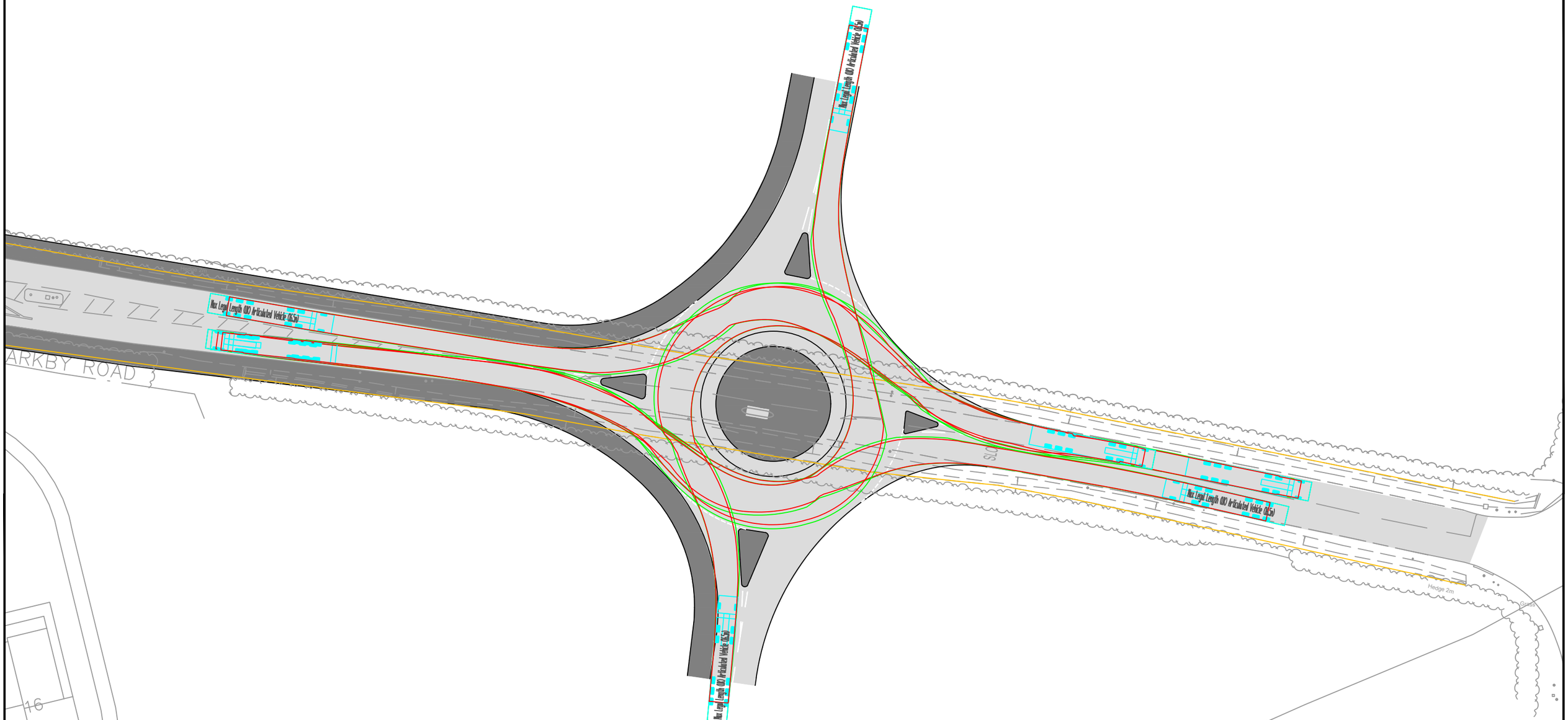

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JOB TITLE	CLIENT
Syston	Taylor Wimpey

DRAWING TITLE

Proposed Site Access
Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	12-10-22	20060-06-2	

Appendix A

LCC Comments

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport**.**

APPLICATION DETAILS:

Planning Application Number: P/21/2639/2

Highway Reference Number: 2021/2639/02/H/R2

Application Address: Land North of Barkby Road Syston Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline application for up to 195 dwellings with all matters reserved except access.

GENERAL DETAILS

Planning Case Officer: Louise Winson

Applicant: Taylor Wimpey (UK) Ltd

County Councillor: Mr Tom Barkley

Parish: Syston

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application. Under the current Covid-19 situation we would ask that any such work is carried out in accordance with the latest Government guidance.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted on an outline with access planning application for up to 195 dwellings to be located on land north of Barkby Road, Syston.

In its previous response dated 13th May 2022, the LHA requested further information to be submitted with regard to a number of elements.

These highway observations are in response to the following document which has now been submitted to Charnwood Borough Council in support of the planning application.

- Highways Response Note (HRN) prepared by David Tucker Associates dated 16th June 2022.

Site Access

As set out in the LHA's previous observations, it is proposed to access the site via a new priority junction off Barkby Road, Syston, with a ghost right turn lane into the site.

The LHA previously requested visibility splays to be calculated from recorded 85th percentile speeds.

The Applicant has obtained the results of a speed survey which was undertaken in the vicinity of the proposed site access on Barkby Road in June 2021. The survey confirms the 85th percentile speeds to be 42.9mph eastbound and 39.9mph westbound.

Visibility splays of 120m to the right (eastbound approach) and 75m to the left (westbound approach) are achievable and demonstrated on drawing 20060-02 Rev C (Appendix C) of the HRN. The LHA are satisfied that the required visibility splays are achievable and in accordance with the LHA's guidance as set out in Table DG4 in Part 3 of the Leicestershire Highway Design Guide (LHDG), which is available at:
https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-3-design-guidance-interim.pdf

Whilst the Applicant has submitted swept path analysis for a large refuse vehicle, the LHA has noted that the correct vehicle used by Charnwood Borough Council has not been adopted for the analysis. Therefore revised swept path analysis should be undertaken using a Phoenix 2-23 W 6x4 as shown on the attached specification.

A ghost island major-minor priority junction is considered acceptable for the quantum of development, however it is noted that no design layout dimensions have been shown for the proposed ghost island and right turn lane provision. These need to be advised at this stage so as to ensure that adequate distance is available to accommodate requirements for the deceleration length, ghost island tapers, direct tapers and turning length requirements. The adjacent signalised crossroads junction with Queniborough Road is located less than 100m away from the proposed

access. No information has been provided for proposed lane widths and these will also need to be provided for review.

Drawing 20060-02 Rev C which is part of the Transport Assessment (TA) submitted in support of this application indicates a footway to the west of the access that links with the existing footway at Empingham Drive. A wide verge provision is shown between the footway and the carriageway edge. The LHA requires that this be amended so that the proposed footway runs adjacent to the kerbline. No information has been shown for the proposed footway width which would need to be 2.0m to comply with requirements listed in Part 3 of the Leicestershire Highway Design Guide (LHDG) available at. https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-3-design-guidance-interim.pdf.

A revised dimensioned plan should be submitted submitted in addition to a Stage 1 RSA and Designer's Response

In its previous comments, the LHA had concerns that the development proposals may not have been considered in light of emerging local plan sites HA1 and HA2. For example, the LHA was concerned that the proposed site access for HA3 could have an adverse effect on any potential access strategy for site HA1.

In Response, the Applicant has stated that:

'In terms of interaction with potential access to the southern parcel of land (proposed allocation HA1-Land southeast of Syston), the promotors are the same (Taylor Wimpey). Given that this site is expected to proceed ahead of HA1, an independent access has been designed to ensure delivery. However, this has been designed to be capable of being upgraded to a roundabout in the future to serve both the northern and southern parcels.'

The indicative arrangement of a roundabout is shown on Drawing 19407-02 (Appendix C) of the HRN. The LHA welcome the Applicant's proposal that the proposed access has been designed to be capable of being upgraded to a roundabout in the future to serve both parcels of land. Notwithstanding this, as there is insufficient design layout information the LHA are unable to comment on the suitability of the roundabout design. The LHA request that a more detailed scheme, fully dimensioned including roundabout design criteria, be submitted for review at this stage.

No information has been shown for the highway boundary, and a topographical survey would also be required to confirm areas of land that would need to be transferred into the publicly maintained highway.

The LHA would also request for the roundabout to be modelled using the ACRADY module of Junctions software at this stage so it can be demonstrated, at least indicatively, whether it will be likely operate within capacity.

The LHA would also require some comfort at this stage over how the further roundabout could be built at the location of the proposed site access, whilst still maintaining access to the site, given that it is likely to be at least partially occupied at the time of construction of the roundabout. Has consideration been given to bringing the roundabout forward at the outset?

Accessibility

In its previous comments, the LHA stated that it:

'…would require that the Applicant should to [sic] explore/develop options for a flexible form of transport provision, which whilst not necessarily adhering to the minimum hourly frequency, does cover the whole of the day 7-7pm (Monday-Friday) and 8-6pm Saturday. It could take the form of a demand based model. The Applicant should explore options and then submit proposals to the LHA for approval, after which they would then go and secure the service/provision.'

The HRN indicates that the Applicant has held discussions with the bus operator Arriva. The LHA understands that Arriva have confirmed in principle that an early phase of a strategy would be to extend the Service 6 into Syston, along Goodes Lane to then U-turn at the Saxby Drive / Barkby Lane junction. The LHA understands that this could comprise a twice hourly service for the addition of one extra Bus.

The HRN goes on to indicate that options for a local 'Arriva Click' type service within Syston could be provided as an alternative. However, the HRN also states that Arriva are currently unable to commit to a form of 'Arriva Click', so it could not be confirmed as a proposal at the current time.

Further to reviewing the HRN, the LHA has given consideration to the fact that the bus service 100 passes the site frontage. While this does not offer an hourly service, it does provide four return journeys a day Monday to Saturday to Syston centre and back. It is noted however, that these trips do not offer peak-time journeys to and from the local centre. It is also further acknowledged that some residents may at times choose to undertake journeys into the local centre on foot due to its relative proximity. Whilst it is a walk of over 800 metres, this is nevertheless still within a reasonable walking distance and an option for some residents. Service 100 is subsidised by LCC and the contract has recently been re-tendered for a period of two years, through to the end of July 2024. This service is therefore not guaranteed beyond that period and it is most likely the build out of this development and occupation would extend beyond that timeframe.

The LHA also recognise that an hourly bus service may not be suitable for this development taking in to consideration its size and location.

Based on the above, the LHA therefore advise that rather than the proposals set out in the HRN, the Applicant should explore the provision of peak time passenger transport from the site to the local centre (to discourage residents from making car journeys at those times and to encourage more sustainable modes of travel generally). In addition, should service 100 cease to operate or the service level reduce beyond its current level within five years of first occupation, the LHA would require the Applicant to secure alternative provision providing a commensurate service level. The LHA will also require the Applicant to install or fund the installation of two new bus stops at a

suitable, but yet to be determined location on Barkby Road to better serve the site frontage. This step would provide closer access for residents to any passenger transport provision.

The LHA note that the Applicant has suggested that a public transport strategy could be secured by a condition should planning consent be granted. Subject to a response from the Applicant regarding the suggestions set out above, the LHA consider a suitably worded condition could be imposed if and when the LHA is in a position to advise a positive recommendation to the planning application.

Trip Generation

The LHA considered the previously submitted trip rates, which are demonstrated in Table 1 which has been extracted from the HRN below, to be low. The LHA therefore requested for the TRICS analysis to be re-run with revised trip rates and applying the journey to work census mode share data to the person trips.

Table 1: DTA Derived Trip rates and generations- 195 Dwellings

Housing- 195 Units	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	0.132	0.387	0.520	0.418	0.215	0.633
Trip Generation	26	75	102	82	42	123

The Applicant has reviewed trip rates previously provided by the LHA for a proposed development at Oadby Grange, Oadby. The trip rates previously received from the LHA are demonstrated in Table 2 which has been extracted from the HRN.

Table 2: LCC Vehicular Trip Rates

Housing - Private	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	0.253	0.503	0.756	0.466	0.283	0.749

The Applicant notes that, given the above trip rates are significantly higher than those presented within the TA, and that for robustness, ‘these are adopted here as a sensitivity test’. It is unclear whether these have been adopted in the modelling included in the HRN and which is considered later in this response.

The Applicant goes onto to set out in Table 3 below extracted from the HRN that the proposed development would generate the following traffic in the peak hours using the ‘sensitivity test’ trip rates.

Table 3: Traffic Generation- 195 Units

Housing - Private	AM Peak			PM Peak		
	Arrival	Dep	Total	Arrival	Dep	Total
Trip Rate	49	98	147	91	55	146

Table 3 which has been extracted from the HRN shows that a total of 195 dwellings would be predicted to generate around 150 two way vehicle movements in the peak periods when using the 'sensitivity test' rates. The LHA notes that, across the peak, this equates to broadly three vehicles every minute, an increase of a vehicle every 1-2 minutes when compared to the rates from the TA.

Noting the above, the LHA requests that the 'Oadby' trip rates be used as the actual predicted trip rates in the assignment.

Junction Capacity Assessments

Traffic Flow Scenarios and Junction Capacity Assessments

The LHA previously requested for classified turning counts to be undertaken at the following junctions, with covid factors applied, as the previous surveys were more than three years old:

- High Street/Melton Road/Barkby Road;
- Barkby Road/ Queniborough Road;
- Goodes Lane/ St Pauls' Drive;
- Barkby Road/ Pembroke Avenue; and
- Goodes Lane/ Melton Road

The LHA also requested that once the new surveys have been undertaken to re-run the capacity assessments and also include the Fosse Way/ High Street and Barkby Road/ Pembroke Avenue junctions. The LHA also requested that the 2022 base flows should be factored up to a future year of 2027 following application of Covid factors, with the TEMPro growth factors to also be revised and committed developments added.

The HRN sets out that a 'sensitivity test' has been carried out using updated traffic counts. These include three junctions counted in 2021 (extracted from TA supporting allocated site HA2 application) and in June 2022 (commissioned by DTA and undertaken by LCC) survey data to examine the impact of the development. For the HA2 flows, the Applicant is requested to confirm that these had a survey permit by contacting ndi@leics.gov.uk. Further, the LHA does not consider the use of the more recent surveys to be a sensitivity test given that the data is within date (if undertaken under a permit).

The Applicant states that a review of those surveys shows the 2021 / 2022 counts are comparable with the previous 2019 surveys. No further calibration or application of 'Covid' factors is therefore considered reasonable. This is unacceptable to the LHA, which requires Covid factors to be applied consistently for surveys undertaken prior to 2nd September 2022 as for all other applications using data during the affected time periods. The Applicant is therefore required to contact ndi@leics.gov.uk for the appropriate factors and adjust their traffic flow scenarios accordingly,

The Applicant has factored the 2021 and 2022 base flows to a future assessment year assessment of 2027 using rates obtained from TEMPro for the local area. The applicant has stated that the TEMPro factors include all known committed development not captured by the recently collected traffic count data, however the LHA seeks further confirmation of this given that TEMPro is not updated frequently. The resulting growth factors are shown in Table 4 below which has been extracted from the HRN.

Table 4: TEMPro Growth Factors

Years	AM Growth Figure	PM Growth Figure
2021-2027	1.0516	1.0516
2022-2027	1.0426	1.0426

To establish if the 2021/2022 traffic survey data used within the sensitivity test is appropriate for use, the Applicant has compared the data to the 2018 traffic survey data that was used within the TA. This was undertaken to establish how peak hour traffic flows have changed between 2018 and 2021/2022. The Applicant's analysis presented in the HRN suggests that peak hour traffic decreased at both junctions in the AM between 2018 and 2022 and remains similar in the PM peak. The Applicant believes that this reinforces the robustness of the 2021/2022 surveyed flows and junction capacity assessments presented within the HRN. However, as set out above, the LHA requires 'within date' survey data to be used, with Covid factors applied, so as to be robust and consistent with other planning applications. If the Applicant does not wish to apply Covid factors, then they are able to commission new surveys which would no longer be applicable to a Covid factor.

The assessment results which have been extracted from the HRN are summarised below and the full outputs are contained within Appendix E of the HRN. It should be noted that, whilst the LHA comments on the results, the analysis is required to be repeated with acceptable traffic flow scenarios.

High Street/Melton Road/Barkby Road

Junction 1: High Street/Melton Road/Barkby Road

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022					
1 - Melton Road N	1.5	8.38	0.59	1.5	8.77	0.59
2 - Barkby Road	1.1	19.24	0.53	2.1	27.17	0.69
3 - Melton Road S	1.3	10.39	0.55	2.1	13.73	0.67
4 - High Street	1.1	9.59	0.52	2.9	19.36	0.74
	2027					
1 - Melton Road N	1.6	9.04	0.62	1.7	9.57	0.62
2 - Barkby Road	1.3	21.62	0.57	2.6	32.47	0.73
3 - Melton Road S	1.5	11.17	0.58	2.4	15.34	0.70
4 - High Street	1.2	10.34	0.55	3.7	23.52	0.79
	2027 + Development					
1 - Melton Road N	1.7	9.24	0.62	**1.7**	**10.10**	**0.63**
2 - Barkby Road	1.7	24.86	0.64	**3.3**	**39.12**	**0.78**
3 - Melton Road S	1.5	11.61	0.59	**2.5**	**15.96**	**0.71**
4 - High Street	1.3	10.82	0.57	**4.7**	**28.90**	**0.83**

The LHA are satisfied based on the traffic flows currently adopted that the results show that the junction currently operates within capacity and will continue to operate within capacity in the future year scenario following proposed development. However, the analysis is required to be revisited with traffic flows which are acceptable to the LHA.

Barkby Road/Queniborough Road

Junction 2: Barkby Road/ Queniborough Road

Arm	AM Peak		PM Peak	
	DoS (%)	Queue	DoS (%)	Queue
2021 Base				
Queniborough Road South	63.4	9	52.7	9
Barkby Road West	64.6	7	53.1	5
Queniborough Road North	64.3	11	51.7	7
Barkby Road West	2.6	0	6.9	0
2027				
Queniborough Road South	66.9	10	55.5	9
Barkby Road West	68.0	8	53.2	5
Queniborough Road North	67.6	12	55.8	8
Barkby Road West	2.6	0	6.9	0
2027 + Development				
Queniborough Road South	73.2	11	59.1	10
Barkby Road West	70.8	9	60.4	6
Queniborough Road North	71.6	12	58.7	8
Barkby Road West	2.6	0	6.9	0

The LHA are satisfied based on the traffic flows currently adopted that the results demonstrate that the junction operates with reserve capacity in all scenarios. However, the analysis is required to be revisited with traffic flows which are acceptable to the LHA.

Goodes Lane/St Pauls' Drive

The HRN notes that the Goodes Lane / St Pauls' Drive was not assessed within the previous versions of the TA and that a desktop review of the layout indicated St Pauls Drive is a cul-de-sac serving circa 85 dwellings.

The HRN sates that:

'The development trip assignment, as shown on Figure 2 of the TA indicates that no development trips are forecast to travel to/from St Pauls Drive, with all development traffic expected to travel

along Goodes Lane. This amounts to 39 two way trips in both peak periods. On this basis no further assessment has been considered.'

On the basis of the above, the LHA are satisfied no assessment is required for the Goodes Lane/St Pauls' Drive junction.

Barkby Road/Pembroke Avenue

Junction 4: Barkby Road/ Pembroke Avenue

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022					
Stream B-C	0.1	6.65	0.06	0.1	7.29	0.06
Stream B-A	0.2	10.13	0.17	0.4	11.96	0.31
Stream C-AB	0.2	6.36	0.13	0.2	5.65	0.10
	2027					
Stream B-C	0.1	6.73	0.07	0.1	7.42	0.06
Stream B-A	0.2	10.36	0.18	0.5	12.42	0.32
Stream C-AB	0.2	6.39	0.14	0.2	5.66	0.11
	2027 + Dev					
Stream B-C	0.1	7.07	0.07	**0.1**	**7.97**	**0.07**
Stream B-A	0.3	11.24	0.22	**0.6**	**14.23**	**0.40**
Stream C-AB	0.2	6.44	0.14	**0.2**	**5.57**	**0.11**

The LHA consider that based on the traffic flows currently adopted the results demonstrate the junction is operating well within practical capacity and will continue to operate satisfactorily, with the inclusion of the proposed development. However, the analysis is required to be revisited with traffic flows which are acceptable to the LHA.

Goodes Lane/Melton Road

Junction 5: Goodes Lane/ Melton Road

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022					
Stream B-C	1.8	19.78	0.64	0.4	9.93	0.29
Stream B-A	0.2	19.08	0.17	0.1	16.76	0.08
Stream C-AB	1.1	7.50	0.39	5.3	19.67	0.77
	2027					
Stream B-C	2.1	22.59	0.68	**0.4**	**10.33**	**0.31**
Stream B-A	0.3	21.92	0.20	**0.1**	**18.14**	**0.09**
Stream C-AB	1.3	7.79	0.42	**7.4**	**26.32**	**0.83**
	2027 + Development					
Stream B-C	2.8	27.59	0.74	0.5	10.88	0.34
Stream B-A	0.3	26.44	0.23	0.1	19.58	0.10
Stream C-AB	1.5	8.38	0.46	13.0	47.79	0.92

The LHA has reviewed the model and would advise that the main road carriageway width should be reduced so that it does not include the on-street parking bays. This will reduce the width of the main road to approximately. 5.8m. The modelling should be corrected and undertaken with traffic flow scenarios which are acceptable to the LHA.

Fosse Way/High Street

Junction 6: Fosse Way/ High Street

Arm	AM Peak		PM Peak	
	DoS (%)	Queue	DoS (%)	Queue
2021 Base				
Fosse Way North	62.1	10	37.6	7
High Street	69.7	13	76.6	17
Fosse Way South	69.5	15	75.8	16
2027				
Fosse Way North	66.8	11	48.3	9
High Street	70.7	14	80.0	18
Fosse Way South	71.6	16	80.5	18
2027 + Development				
Fosse Way North	76.6	12	41.9	8
High Street	75.6	15	84.0	19
Fosse Way South	77.1	18	83.9	20

The LHA are satisfied the table above demonstrates that the junction is operating within practical capacity in 2027 based on the traffic flows currently adopted, with the addition of development traffic resulting in an increase of a maximum of 2 PCU through the junction during the peak periods. However, the analysis is required to be revisited with traffic flows which are acceptable to the LHA.

Queniborough Road/ Barkby Road/ Rearsby Road/ Syston Road

The Applicant has stated that there are 10 two-way development trips forecasted to go through the junction in the peak periods. The LHA note that the base (2021) flows show a total of 847 vehicles going through the junction in the AM peak and 711 vehicles in the PM peak. The LHA have checked their own traffic count database and note that there is a count from 2007 which shows 869 vehicles (AM) and 809 vehicles (PM) which is higher than the 2021 flows. The LHA would ask the Applicant to investigate why there is a reduction in traffic when compared to the flows which are 15 years old.

Date Received	Case Officer	Reviewer	Date issued
20 July 2022	**Suraj Dave**	**AW**	**3 October 2022**

Appendix B

Road Safety Audit

ROAD SAFETY CONSULTING LTD

Stage 1 Road Safety Audit

Barkby Road, Syston

Proposed Residential Access

Date: 19/10/2022

Report produced for: Taylor Wimpey

Report requested by: DTA Transport Planning Consultants

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/DL/22014

Document Control Sheet

Project Title	Barkby Road, Syston Proposed Residential Access
Report Title	Stage 1 Road Safety Audit Reference: RSC/EB/DL/22014
Revision	-
Status	Final
Control Date	19/10/2022

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	**EB**	**19/10/22**	**DL**	**19/10/22**	**EB**	**19/10/22**

Distribution

Organisation	Contact	Copies
DTA Transport Planning Consultants	Simon Tucker	Ecopy

Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY
Registered in England and Wales
Company Number 5225549

1. Introduction

1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed access for a residential development on land north of Barkby Road in Syston. The Audit was carried out during October 2022.

1.2. This Road Safety Audit was produced for (client organisation): Taylor Wimpey, requested by (design organisation): DTA Transport Planning Consultants, on behalf of (overseeing organisation): Leicestershire County Council.

1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
Certificate of Competence (Road Safety Audit)

Audit Team Member
Duncan Lord,
IEng, FIHE, Certificate of Competence (Road Safety Audit)

1.4. The audit took place at the offices of Road Safety Consulting Ltd between 18th and 19th October 2022. The audit was undertaken in accordance with the email instruction from Simon Tucker at DTA Transport Planning Consultants. The report has been prepared with reference to DMRB – GG 119 – Road Safety Audit.

1.5. The Audit Team visited the site together on the 18th October 2022 at 2pm. Weather at the time of the audit was fine. The road surface was dry. Traffic flows were low. No pedestrians or cyclists were observed.

1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix 1.

1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.8. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix 2.

2. Items Considered

2.1. Scheme Proposals

2.1.1. The proposed residential development consists of up to 196 dwellings on land on the northern side of Barkby Lane to the east of Empingham Drive.

2.1.2. The proposed access consists of a new priority junction with a ghost island right turn lane into the site and is shown on DTA drawing 20060-02-2 Rev D.

2.1.3. Visibility splays of 2.4m by 75m to the east along Barkby Road and 2.4m by 120m to the west along Barkby Road are to be provided based on 85th percentile recorded speeds.

2.1.4. A footway is proposed along the western side of the access onto Barkby Road which continues along Barkby Road to be link into the existing footway at Empingham Drive.

2.2. Information Provided to the Audit Team

2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix 1 of this report.

2.3. Departures from Standards (Design)

2.3.1. The Audit Team has not been advised of any Departures from Standard

3. Items Raised at Previous Road Safety Audits

3.1. The Audit Team is aware that a previous Stage 1 Road Safety Audit was carried on these proposals by Mott MacDonalds in October 2018. This Road Safety Audit raised no road safety issues. Since the issue of this Road Safety Audit, the proposed footway has been relocated to the kerb edge.

4. Items Raised by this Stage 1 Road Safety Audit

4.1. Problem

Location: Proposed Footway

Summary: Ditch at back of footway potential hazard for pedestrians

The proposed footway runs adjacent to an open ditch. During hours of darkness or in poor weather some pedestrians may be vulnerable to fall and injury, should they fail to appreciate the edge of the facility.

Recommendation:

It is recommended that the ditch is piped to remove the hazard or provide a suitable height fence to protect against falls.

4.2. Problem

Location: General

Summary: Surface water ponding may lead to skidding type incidents.

The existing drainage provision along Barkby Road in the vicinity of the site appears to be that water runs off into the grass verge and via drainage grips into the ditch. The installation of the new kerb line could result in excessive water ponding along the new kerb line or within the junction bell mouth during inclement weather. This could result skidding type collisions particularly during freezing conditions.

Recommendation:

It is recommended that suitable drainage provision is provided.

4.3. Problem

Location: Western end of footway near tie in with Empingham Drive.

Summary: Large Service cover may be a slip hazard for pedestrians

There is a large service cover which will fall within the proposed footway. The metal service cover may pose as a slip hazard for pedestrians particularly during wet conditions.

Recommendation:

It is recommended that the service cover should be replaced with an infill cover containing the same material as the surrounding footway.

4.4. Problem

Location: Proposed site access

Summary: Restricted visibility may lead to vehicle to vehicle collisions

The existing hedge line and telegraph pole to the left of the proposed access falls within the required visibility splay. Restricted visibility to and from the access may lead to vehicles pulling out of the access into an approaching vehicle leading to vehicle to vehicle collisions.

Recommendation:

It is recommended that adequate side road visibility is provided, consistent with measured free flow 85th percentile speeds; this may require the removal of the existing hedge line within the visibility splay and any new hedge/boundary treatment should be set back from the visibility splay.

End of Safety Comments

5. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

Audit Team Leader

Elaine Bingham,
B Eng (Hons), MCIHT, MSoRSA
Certificate of Competence (Road Safety Audit)

Signed: ……E. Bingham…….. Dated 19th October 2022

Director of Road Safety Consulting Ltd

Audit Team Member
Duncan Lord,
IEng, FIHE
Certificate of Competence (Road Safety Audit)

Signed: ……D Lord…… Dated 19th October 2022

Consultant working on behalf of Road Safety Consulting Ltd

Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY

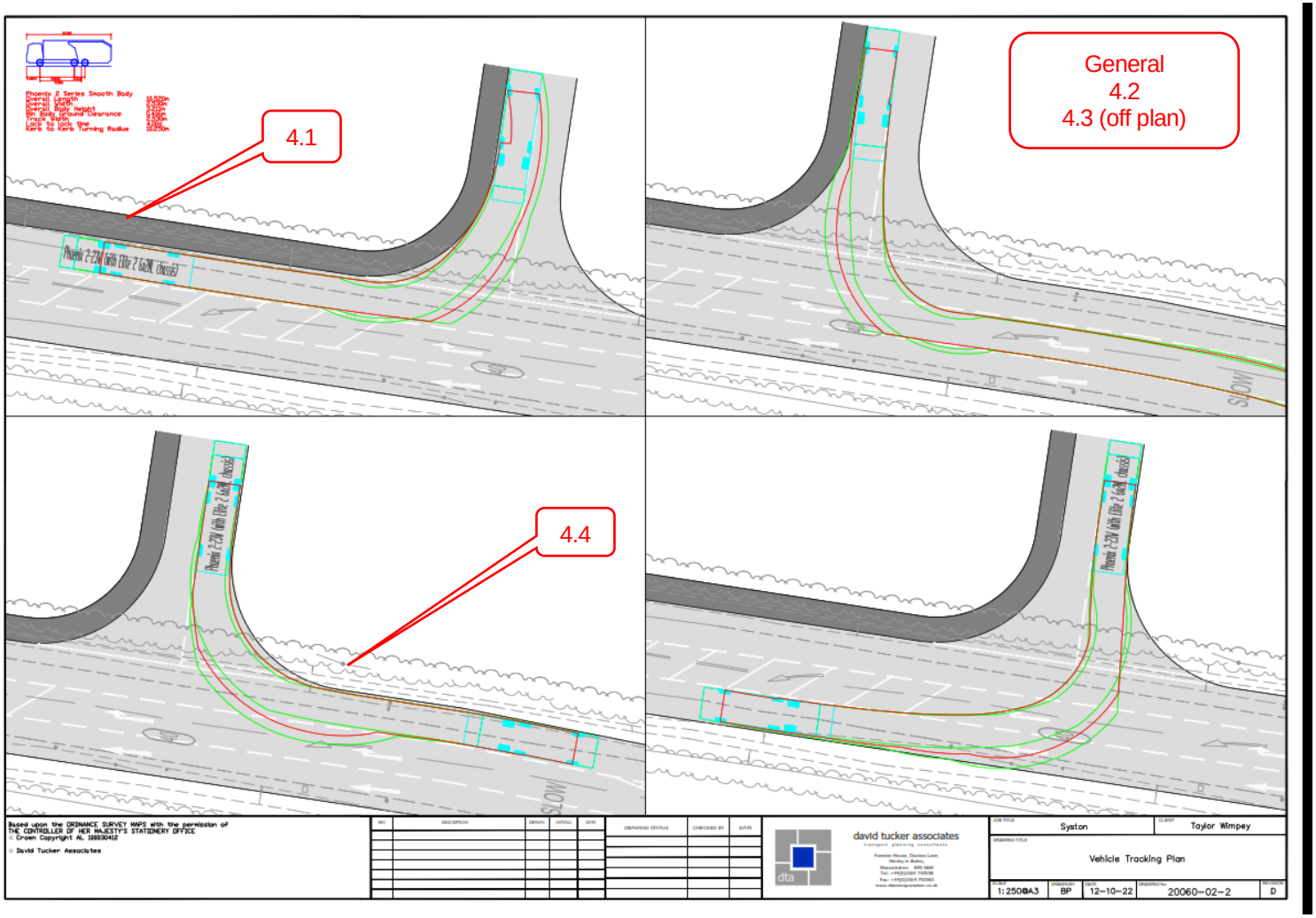
APPENDIX 1: Information Provided

List of Information Provided

Document Reference Number	Revision	Title
Report 20060-08b	-	Transport Assessment 30th November 2021
Drawing 20060-02-2	D	Proposed Site Access Right Turn Lane Northern Site – Vehicle Tracking Plan
Response from Leicestershire County Council	-	Dated 3rd October 2022

APPENDIX 2: Drawing Showing Problem Locations

Problem numbers shown on the attached drawing refer to Problem numbers within the report.



Appendix C

Traffic Flow Matrices

Junction ID	Location	Survey Type	Traffic Flow Source	Survey Date	Covid Factor	
					AM	PM
1	High Street/Melton Road/Barkby Road;	CTC	LCC	Wed 25th May 2022	2%	8%
2	Barkby Road/ Queniborough Road;	CTC	HA2 TA	Tues 26th Oct 2021	10%	9%
3	Goodes Lane/ St Pauls' Drive;	CTC	No assessment agreed			
4	Barkby Road/ Pembroke Avenue; and	CTC	LCC	Wed 25th May 2022	2%	8%
5	Goodes Lane/ Melton Road	CTC	LCC	Wed 25th May 2022	2%	8%
6	Fosse way/ High Street	CTC	LCC	Wed 25th May 2022	2%	8%
	Site Access	7day ATC	DTA	Sat 21st May 22		

Melton/Barkby/High Street Roundabout

2022 AM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	77	347	138
Barkby Road	64	0	79	128
Melton Road S	281	33	2	67
High Street	181	85	94	1

2022 AM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	2	3	3
Barkby Road	0	0	0	2
Melton Road S	9	2	0	5
High Street	1	2	5	0

2022 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	81	353	144
Barkby Road	64	0	0	132
Melton Road S	299	37	2	77
High Street	183	89	104	1

2027 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	84	368	150
Barkby Road	67	0	0	138
Melton Road S	312	39	2	80
High Street	191	93	108	1

2022 PM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	97	287	155
Barkby Road	68	1	80	110
Melton Road S	325	76	3	87
High Street	271	157	65	0

2022 PM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	5	1
Barkby Road	1	0	0	2
Melton Road S	3	1	0	2
High Street	2	0	6	0

2022 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	97	297	157
Barkby Road	70	1	80	114
Melton Road S	331	78	3	91
High Street	275	157	77	0

2027 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	101	310	164
Barkby Road	73	1	83	119
Melton Road S	345	81	3	95
High Street	287	164	80	0

DEV AM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	3	29
Melton Road S	0	1	0	0
High Street	0	15	0	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	81	353	144
Barkby Road	64	0	3	161
Melton Road S	299	38	2	77
High Street	183	104	104	1

2027 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	84	368	150
Barkby Road	67	0	3	167
Melton Road S	312	40	2	80
High Street	191	107	108	1

DEV PM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	2	16
Melton Road S	0	3	0	0
High Street	0	27	0	0

2022 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	97	297	157
Barkby Road	70	1	82	130
Melton Road S	331	81	3	91
High Street	275	184	77	0

2027 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	101	310	164
Barkby Road	73	1	85	135
Melton Road S	345	84	3	95
High Street	287	191	80	0

COVID Factor Application

98 Melton/Barkby/High Street Roundabout

100

2022 AM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	79	354	141
Barkby Road	65	0	81	131
Melton Road S	287	34	2	68
High Street	185	87	96	1

2022 AM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	2	3	3
Barkby Road	0	0	0	2
Melton Road S	9	2	0	5
High Street	1	2	5	0

2022 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	83	360	147
Barkby Road	65	0	0	135
Melton Road S	305	38	2	79
High Street	187	91	106	1

2027 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	86	376	153
Barkby Road	68	0	0	140
Melton Road S	318	39	2	82
High Street	195	95	111	1

92

100

2022 PM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	105	312	168
Barkby Road	74	1	87	120
Melton Road S	353	83	3	95
High Street	295	171	71	0

2022 PM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	5	1
Barkby Road	1	0	0	2
Melton Road S	3	1	0	2
High Street	2	0	7	0

2022 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	105	323	171
Barkby Road	76	1	87	124
Melton Road S	360	85	3	99
High Street	299	171	84	0

2027 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	110	337	178
Barkby Road	79	1	91	129
Melton Road S	375	88	3	103
High Street	312	178	87	0

DEV AM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	3	29
Melton Road S	0	1	0	0
High Street	0	15	0	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	83	360	147
Barkby Road	65	0	3	164
Melton Road S	305	39	2	79
High Street	187	106	106	1

2027 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	1	86	376	153
Barkby Road	68	0	3	170
Melton Road S	318	41	2	82
High Street	195	109	111	1

DEV PM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	2	16
Melton Road S	0	3	0	0
High Street	0	27	0	0

2022 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	105	323	171
Barkby Road	76	1	89	140
Melton Road S	360	87	3	99
High Street	299	198	84	0

2027 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	110	337	178
Barkby Road	79	1	92	146
Melton Road S	375	91	3	103
High Street	312	205	87	0

Queniborough/Barkby/Unamed Road

2021 AM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

2021 AM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

2021 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	126	151	1
Barkby Road	130	0	81	2
Queniborough Road N	211	61	0	81
Unamed Road	0	2	1	0

2027 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	133	159	1
Barkby Road	137	0	85	2
Queniborough Road N	222	64	0	85
Unamed Road	0	2	1	0

2021 PM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

2021 PM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

2021 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	126	176	2
Barkby Road	88	0	61	3
Queniborough Road N	124	62	0	61
Unamed Road	0	5	3	0

2027 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	133	185	2
Barkby Road	93	0	64	3
Queniborough Road N	130	65	0	64
Unamed Road	0	5	3	0

DEV AM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	17	0	0
Barkby Road	33	0	7	0
Queniborough Road N	0	3	0	0
Unamed Road	0	0	0	0

Tempro	2021-2027
AM	1.0516
PM	1.0516

2021 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	143	151	1
Barkby Road	163	0	88	2
Queniborough Road N	211	64	0	81
Unamed Road	0	2	1	0

2027 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	149	159	1
Barkby Road	170	0	92	2
Queniborough Road N	222	67	0	85
Unamed Road	0	2	1	0

DEV PM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	31	0	0
Barkby Road	19	0	4	0
Queniborough Road N	0	6	0	0
Unamed Road	0	0	0	0

2021 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	157	176	2
Barkby Road	107	0	65	3
Queniborough Road N	124	68	0	61
Unamed Road	0	5	3	0

2027 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	163	185	2
Barkby Road	111	0	68	3
Queniborough Road N	130	71	0	64
Unamed Road	0	5	3	0

COVID Factor Application

Queniborough/Barkby/Unamed Road

90	2021 AM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
100	Queniborough Road S				
	Barkby Road				
	Queniborough Road N				
	Unamed Road				

2021 AM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

90	2021 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
100	Queniborough Road S	0	140	168	1
	Barkby Road	144	0	90	2
	Queniborough Road N	234	68	0	90
	Unamed Road	0	2	1	0

2027 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	147	176	1
Barkby Road	152	0	95	2
Queniborough Road N	247	71	0	95
Unamed Road	0	2	1	0

91	2021 PM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
100	Queniborough Road S				
	Barkby Road				
	Queniborough Road N				
	Unamed Road				

2021 PM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S				
Barkby Road				
Queniborough Road N				
Unamed Road				

91	2021 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
100	Queniborough Road S	0	138	193	2
	Barkby Road	97	0	67	3
	Queniborough Road N	136	68	0	67
	Unamed Road	0	5	3	0

2027 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	146	203	2
Barkby Road	102	0	70	3
Queniborough Road N	143	72	0	70
Unamed Road	0	6	3	0

DEV AM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	17	0	0
Barkby Road	33	0	7	0
Queniborough Road N	0	3	0	0
Unamed Road	0	0	0	0

Tempro	2021-2027
AM	1.0516
PM	1.0516

2021 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	157	168	1
Barkby Road	178	0	97	2
Queniborough Road N	234	71	0	90
Unamed Road	0	2	1	0

2027 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	164	176	1
Barkby Road	185	0	101	2
Queniborough Road N	247	75	0	95
Unamed Road	0	2	1	0

DEV PM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	31	0	0
Barkby Road	19	0	4	0
Queniborough Road N	0	6	0	0
Unamed Road	0	0	0	0

2021 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	169	193	2
Barkby Road	115	0	71	3
Queniborough Road N	136	74	0	67
Unamed Road	0	5	3	0

2027 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	177	203	2
Barkby Road	120	0	74	3
Queniborough Road N	143	78	0	70
Unamed Road	0	6	3	0

2022 AM LGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	148	206
Pembroke Avenue	60	0	33
Barkby Road N	137	56	0

2022 AM OGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	0	5
Pembroke Avenue	2	0	0
Barkby Road N	7	1	0

2022 AM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	148	216
Pembroke Avenue	64	0	33
Barkby Road N	151	58	0

2027 AM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	154	225
Pembroke Avenue	67	0	34
Barkby Road N	157	60	0

2022 PM LGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	59	222
Pembroke Avenue	121	0	29
Barkby Road N	197	46	0

2022 PM OGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	0	4
Pembroke Avenue	0	0	0
Barkby Road N	4	0	0

2022 PM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	59	230
Pembroke Avenue	121	0	29
Barkby Road N	205	46	0

2027 PM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	62	240
Pembroke Avenue	126	0	30
Barkby Road N	214	48	0

DEV AM	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	26	32
Pembroke Avenue	13	0	0
Barkby Road N	16	0	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	174	248
Pembroke Avenue	77	0	33
Barkby Road N	167	58	0

2027 AM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	180	257
Pembroke Avenue	80	0	34
Barkby Road N	174	60	0

DEV PM	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	15	18
Pembroke Avenue	24	0	0
Barkby Road N	30	0	0

2022 PM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	74	248
Pembroke Avenue	145	0	29
Barkby Road N	235	46	0

2027 PM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	76	258
Pembroke Avenue	150	0	30
Barkby Road N	243	48	0

COVID Factor Application

98	2022 AM LGV	Barkby Road S	Pembroke Avenue	Barkby Road N
100	Barkby Road S	0	151	210
	Pembroke Avenue	61	0	34
	Barkby Road N	140	57	0

2022 AM OGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	0	5
Pembroke Avenue	2	0	0
Barkby Road N	7	1	0

2022 AM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	151	220
Pembroke Avenue	65	0	34
Barkby Road N	154	59	0

2027 AM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	157	230
Pembroke Avenue	68	0	35
Barkby Road N	161	62	0

92	2022 PM LGV	Barkby Road S	Pembroke Avenue	Barkby Road N
100	Barkby Road S	0	64	241
	Pembroke Avenue	132	0	32
	Barkby Road N	214	50	0

2022 PM OGV	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	0	4
Pembroke Avenue	0	0	0
Barkby Road N	4	0	0

2022 PM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	64	250
Pembroke Avenue	132	0	32
Barkby Road N	223	50	0

2027 PM PCU	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	67	261
Pembroke Avenue	137	0	33
Barkby Road N	232	52	0

DEV AM	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	26	32
Pembroke Avenue	13	0	0
Barkby Road N	16	0	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	177	252
Pembroke Avenue	78	0	34
Barkby Road N	170	59	0

2027 AM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	184	262
Pembroke Avenue	81	0	35
Barkby Road N	177	62	0

DEV PM	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	15	18
Pembroke Avenue	24	0	0
Barkby Road N	30	0	0

2022 PM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	79	268
Pembroke Avenue	156	0	32
Barkby Road N	252	50	0

2027 PM PCU + DEVELOPMENT	Barkby Road S	Pembroke Avenue	Barkby Road N
Barkby Road S	0	82	279
Pembroke Avenue	161	0	33
Barkby Road N	262	52	0

Melton Road/Goodes Lane

2022 AM LGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	24	478
Goodes Lanes	38	0	301
Melton Road S	384	129	0

2022 AM OGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	15
Goodes Lanes	0	0	0
Melton Road S	17	2	0

2022 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	24	508
Goodes Lanes	38	0	301
Melton Road S	418	133	0

2027 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	25	530
Goodes Lanes	40	0	314
Melton Road S	436	139	0

2022 PM LGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	54	490
Goodes Lanes	19	0	137
Melton Road S	456	241	0

2022 PM OGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	19
Goodes Lanes	0	0	0
Melton Road S	8	0	0

2022 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	54	528
Goodes Lanes	19	0	137
Melton Road S	472	241	0

2027 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	56	550
Goodes Lanes	20	0	143
Melton Road S	492	251	0

DEV AM	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	26
Melton Road S	0	13	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	24	508
Goodes Lanes	38	0	327
Melton Road S	418	146	0

2027 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	25	530
Goodes Lanes	40	0	340
Melton Road S	436	152	0

DEV PM	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	15
Melton Road S	0	24	0

2022 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	54	528
Goodes Lanes	19	0	152
Melton Road S	472	265	0

2027 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	56	550
Goodes Lanes	20	0	158
Melton Road S	492	276	0

COVID Factor Application

Melton Road/Goodes Lane

	2022 AM LGV	Melton Road N	Goodes Lanes	Melton Road S
98	Melton Road N	0	24	488
100	Goodes Lanes	39	0	307
	Melton Road S	392	132	0

2022 AM OGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	15
Goodes Lanes	0	0	0
Melton Road S	17	2	0

2022 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	24	518
Goodes Lanes	39	0	307
Melton Road S	427	136	0

2027 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	26	540
Goodes Lanes	40	0	320
Melton Road S	445	141	0

92	2022 PM LGV	Melton Road N	Goodes Lanes	Melton Road S
100	Melton Road N	0	55	500
	Goodes Lanes	19	0	140
	Melton Road S	465	246	0

2022 PM OGV	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	21
Goodes Lanes	0	0	0
Melton Road S	9	0	0

2022 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	55	541
Goodes Lanes	19	0	140
Melton Road S	483	246	0

2027 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	57	564
Goodes Lanes	20	0	146
Melton Road S	503	256	0

DEV AM	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	26
Melton Road S	0	13	0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	24	518
Goodes Lanes	39	0	333
Melton Road S	427	149	0

2027 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	26	540
Goodes Lanes	40	0	346
Melton Road S	445	155	0

DEV PM	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	15
Melton Road S	0	24	0

2022 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	55	541
Goodes Lanes	19	0	155
Melton Road S	483	270	0

2027 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	57	564
Goodes Lanes	20	0	160
Melton Road S	503	281	0

2022 AM LGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	141	156
High Street	105	0	253
Fosse Way S	123	336	0

2022 AM OGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	10	4
High Street	12	0	20
Fosse Way S	2	26	0

2022 AM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	161	164
High Street	129	0	293
Fosse Way S	127	388	0

2027 AM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	168	171
High Street	134	0	305
Fosse Way S	132	405	0

2022 PM LGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	126	169
High Street	149	0	328
Fosse Way S	143	350	0

2022 PM OGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	9	2
High Street	15	0	7
Fosse Way S	1	12	0

2022 PM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	144	173
High Street	179	0	342
Fosse Way S	145	374	0

2027 PM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	150	180
High Street	187	0	357
Fosse Way S	151	390	0

COMMITTED AM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0		
High Street		0	
Fosse Way S			0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	161	164
High Street	129	0	293
Fosse Way S	127	388	0

2027 AM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	168	171
High Street	134	0	305
Fosse Way S	132	405	0

COMMITTED PM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0		
High Street		0	
Fosse Way S			0

2022 PM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	144	173
High Street	179	0	342
Fosse Way S	145	374	0

2027 PM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	150	180
High Street	187	0	357
Fosse Way S	151	390	0

DEV AM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	1	0
High Street	3	0	26
Fosse Way S	0	13	0

2022 AM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	162	164
High Street	132	0	319
Fosse Way S	127	401	0

2027 AM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	169	171
High Street	137	0	332
Fosse Way S	132	418	0

DEV PM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	3	0
High Street	2	0	15
Fosse Way S	0	24	0

2022 PM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	147	173
High Street	181	0	357
Fosse Way S	145	398	0

2027 PM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	153	180
High Street	188	0	371
Fosse Way S	151	414	0

COVID Factor Application

98	2022 AM LGV	Fosse Way N	High Street	Fosse Way S
100	Fosse Way N	0	144	159
	High Street	107	0	258
	Fosse Way S	126	343	0

2022 AM OGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	10	4
High Street	12	0	20
Fosse Way S	2	27	0

2022 AM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	164	167
High Street	132	0	299
Fosse Way S	130	396	0

2027 AM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	171	174
High Street	137	0	312
Fosse Way S	135	413	0

92	2022 PM LGV	Fosse Way N	High Street	Fosse Way S
100	Fosse Way N	0	137	184
	High Street	162	0	357
	Fosse Way S	155	380	0

2022 PM OGV	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	10	2
High Street	16	0	8
Fosse Way S	1	13	0

2022 PM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	157	188
High Street	195	0	372
Fosse Way S	158	407	0

2027 PM PCU	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	163	196
High Street	203	0	388
Fosse Way S	164	424	0

COMMITTED AM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0		
High Street		0	
Fosse Way S			0

Tempro	2022-2027
AM	1.0426
PM	1.0426

2022 AM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	164	167
High Street	132	0	299
Fosse Way S	130	396	0

2027 AM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	171	174
High Street	137	0	312
Fosse Way S	135	413	0

COMMITTED PM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0		
High Street		0	
Fosse Way S			0

2022 PM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	157	188
High Street	195	0	372
Fosse Way S	158	407	0

2027 PM PCU + Committed	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	163	196
High Street	203	0	388
Fosse Way S	164	424	0

DEV AM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	1	0
High Street	3	0	26
Fosse Way S	0	13	0

2022 AM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	166	167
High Street	135	0	325
Fosse Way S	130	409	0

2027 AM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	173	174
High Street	140	0	338
Fosse Way S	135	426	0

DEV PM	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	3	0
High Street	2	0	15
Fosse Way S	0	24	0

2022 PM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	159	188
High Street	196	0	387
Fosse Way S	158	431	0

2027 PM PCU + Committed + Dev	Fosse Way N	High Street	Fosse Way S
Fosse Way N	0	166	196
High Street	205	0	402
Fosse Way S	164	448	0

Site Access

2018 AM LGV	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	288
Site Access	0	0	0
Barkby Road E	145	0	0

2018 AM OGV	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	2
Site Access	0	0	0
Barkby Road E	1	0	0

2018 AM PCU	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	292
Site Access	0	0	0
Barkby Road E	147	0	0

2026 AM PCU	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	316
Site Access	0	0	0
Barkby Road E	159	0	0

2018 PM LGV	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	145
Site Access	0	0	0
Barkby Road E	250	0	0

2018 PM OGV	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	1
Site Access	0	0	0
Barkby Road E	1	0	0

2018 PM PCU	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	147
Site Access	0	0	0
Barkby Road E	252	0	0

2026 PM PCU	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	0	159
Site Access	0	0	0
Barkby Road E	272	0	0

DEV AM	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	29	0
Site Access	58	0	40
Barkby Road E	0	20	0

Tempro	2018-2026
AM	1.0822
PM	1.0807

2018 AM PCU + DEVELOPMENT	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	29	292
Site Access	58	0	40
Barkby Road E	147	20	0

2026 AM PCU + DEVELOPMENT	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	29	316
Site Access	58	0	40
Barkby Road E	159	20	0

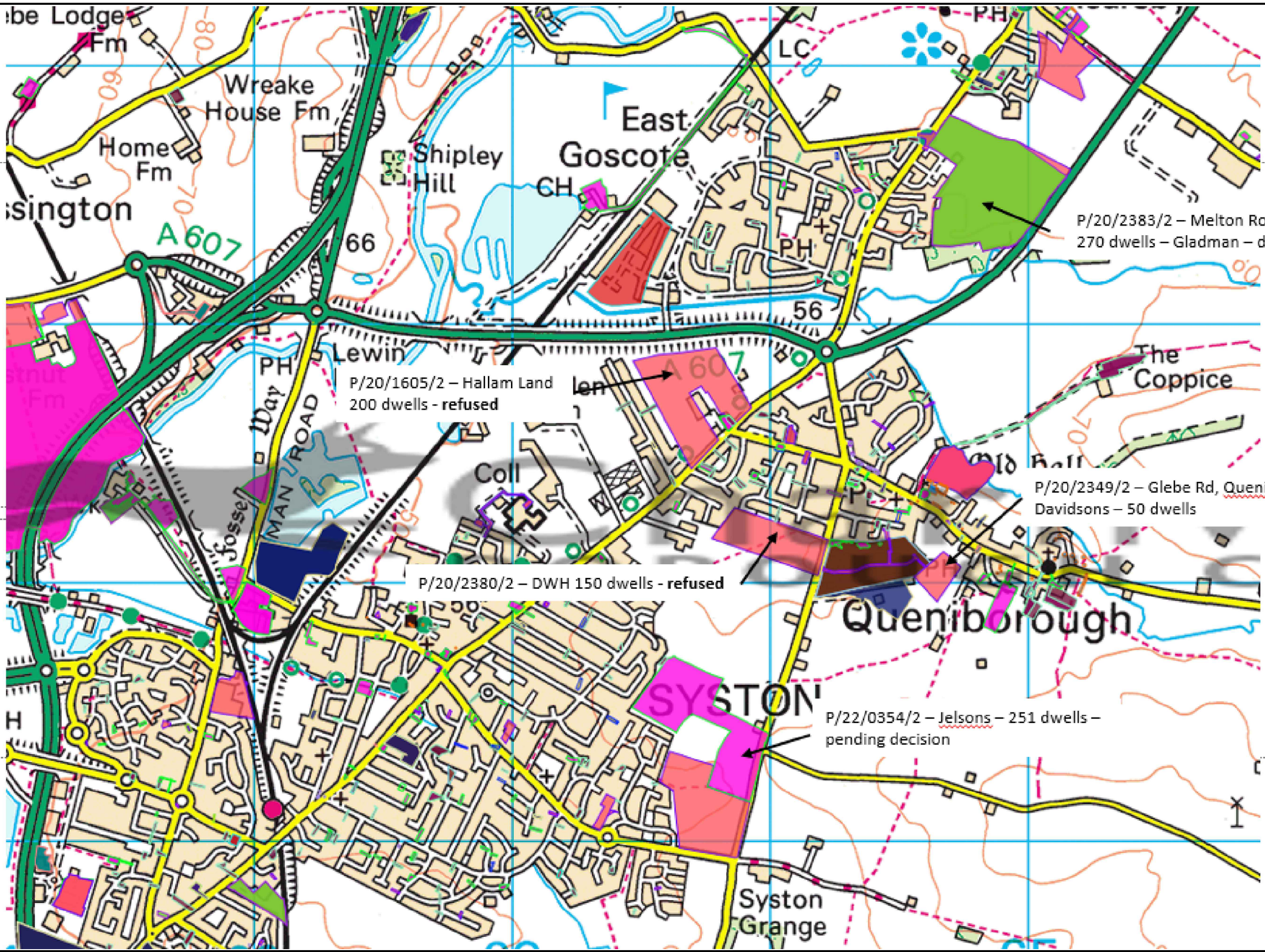
DEV PM	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	54	0
Site Access	33	0	22
Barkby Road E	0	37	0

2018 PM PCU + DEVELOPMENT	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	54	147
Site Access	33	0	22
Barkby Road E	252	37	0

2026 PM PCU + DEVELOPMENT	Barkby Road W	Site Access	Barkby Road E
Barkby Road W	0	54	159
Site Access	33	0	22
Barkby Road E	272	37	0

Appendix D

Recent Applications Plan



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DTA
Transport Planning Consultants

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Tel: +44(0)1564 793598
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JOB TITLE	CLIENT
20060	Taylor Wimpey

DRAWING TITLE
Land North of Rarkby Road
Recent Applications Plan

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	SC	Dec 2022	20060–10 TN App D	

Appendix E

Junction Capacity Assessment Outputs

Junctions 10

ARCADY 10 - Roundabout Module

Filename: J1 Melton- HIgh Street roundabout - REV C.j10
Path: P:\20000's\20060\Technical\Junction Modelling\2022 Junction Assessments\Oct 2022
Report generation date: 13/12/2022 15:08:29

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 CF					
1 - Melton Road N	1.6	8.69	0.60	1.9	10.42	0.65
2 - Barkby Road	0.9	14.94	0.48	1.9	22.80	0.67
3 - Melton Road S	1.0	8.11	0.50	1.9	11.63	0.65
4 - High Street	1.2	9.94	0.53	4.9	30.32	0.84
	2027 CF					
1 - Melton Road N	1.8	9.43	0.63	2.2	11.60	0.68
2 - Barkby Road	1.0	16.13	0.50	2.3	26.15	0.71
3 - Melton Road S	1.1	8.60	0.52	2.2	12.93	0.68
4 - High Street	1.3	10.76	0.56	6.8	41.19	0.89
	2027 + Development CF					
1 - Melton Road N	1.8	9.67	0.64	2.3	12.28	0.70
2 - Barkby Road	1.4	19.21	0.58	2.8	30.29	0.75
3 - Melton Road S	1.2	8.99	0.53	2.3	13.53	0.69
4 - High Street	1.4	11.30	0.58	9.7	55.97	0.93

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 Av. delay per arriving vehicle.

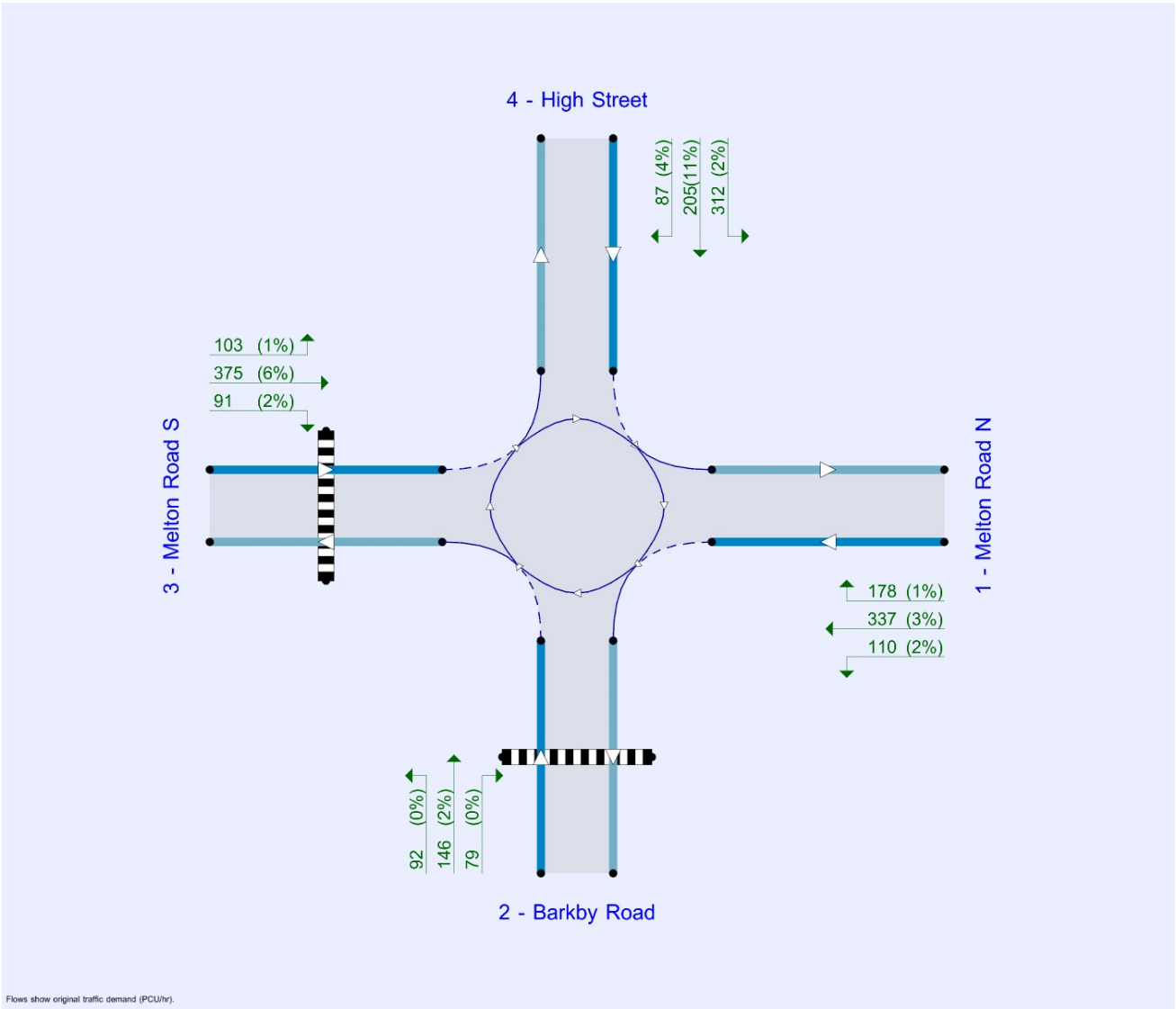
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	01/03/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM		ONE HOUR	07:45	09:15	15	✓
D2	2022	PM		ONE HOUR	16:45	18:15	15	✓
D5	2027	AM		ONE HOUR	07:45	09:15	15	✓
D6	2027	PM		ONE HOUR	16:45	18:15	15	✓
D7	2027 + Development	AM		ONE HOUR	07:45	09:15	15	✓
D8	2027 + Development	PM		ONE HOUR	16:45	18:15	15	✓
D9	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D10	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D11	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D12	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D13	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D14	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

2022 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.62	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Melton Road N		
2	Barkby Road		
3	Melton Road S		
4	High Street		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Melton Road N	3.54	4.22	9.2	8.6	17.7	14.5		
2 - Barkby Road	3.76	4.33	2.0	3.0	17.7	80.0		
3 - Melton Road S	3.75	4.26	3.8	5.0	17.7	12.0		
4 - High Street	2.41	4.35	7.2	12.9	17.7	26.0		

Zebra Crossings

Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - Barkby Road	1.00	3.00		Distance	8.00	5.71
3 - Melton Road S	1.00	1.00		Distance	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Melton Road N	0.564	1225
2 - Barkby Road	0.312	675
3 - Melton Road S	0.523	1139
4 - High Street	0.523	1032

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	591	100.000
2 - Barkby Road		ONE HOUR	✓	200	100.000
3 - Melton Road S		ONE HOUR	✓	424	100.000
4 - High Street		ONE HOUR	✓	385	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	1	83	360	147
	2 - Barkby Road	65	0	0	135
	3 - Melton Road S	305	38	2	79
	4 - High Street	187	91	106	1

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	3	4	1
	2 - Barkby Road	1	0	1	1
	3 - Melton Road S	6	5	0	8
	4 - High Street	2	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.60	8.69	1.6	A	542	813
2 - Barkby Road	0.48	14.94	0.9	B	184	275
3 - Melton Road S	0.50	8.11	1.0	A	389	584
4 - High Street	0.53	9.94	1.2	A	353	530

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	445	111	178		1125	0.395	442	417	0.0	0.7	5.415	A
2 - Barkby Road	151	38	462	0.00	531	0.283	149	159	0.0	0.4	9.474	A
3 - Melton Road S	319	80	260	0.00	1003	0.318	317	350	0.0	0.5	5.564	A
4 - High Street	290	72	307		871	0.333	288	270	0.0	0.5	6.307	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	531	133	213		1105	0.481	530	501	0.7	0.9	6.445	A
2 - Barkby Road	180	45	553	0.00	503	0.358	179	190	0.4	0.6	11.218	B
3 - Melton Road S	381	95	313	0.00	975	0.391	380	420	0.5	0.7	6.420	A
4 - High Street	346	87	369		839	0.412	345	325	0.5	0.7	7.463	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	651	163	261		1078	0.604	648	612	0.9	1.5	8.585	A
2 - Barkby Road	220	55	677	0.00	464	0.474	219	233	0.6	0.9	14.741	B
3 - Melton Road S	467	117	382	0.00	939	0.497	465	513	0.7	1.0	8.049	A
4 - High Street	424	106	451		796	0.532	422	397	0.7	1.1	9.827	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	651	163	262		1078	0.604	651	614	1.5	1.6	8.687	A
2 - Barkby Road	220	55	679	0.00	463	0.475	220	233	0.9	0.9	14.939	B
3 - Melton Road S	467	117	384	0.00	938	0.498	467	515	1.0	1.0	8.113	A
4 - High Street	424	106	452		795	0.533	424	399	1.1	1.2	9.935	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	531	133	215		1104	0.481	534	504	1.6	1.0	6.530	A
2 - Barkby Road	180	45	557	0.00	501	0.359	181	191	0.9	0.6	11.396	B
3 - Melton Road S	381	95	316	0.00	974	0.391	383	423	1.0	0.7	6.482	A
4 - High Street	346	87	371		838	0.413	348	327	1.2	0.7	7.558	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	445	111	180		1124	0.396	446	421	1.0	0.7	5.485	A
2 - Barkby Road	151	38	466	0.00	530	0.284	151	160	0.6	0.4	9.618	A
3 - Melton Road S	319	80	264	0.00	1001	0.319	320	353	0.7	0.5	5.621	A
4 - High Street	290	72	310		870	0.333	291	273	0.7	0.5	6.385	A

2022 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.09	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.09	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	599	100.000
2 - Barkby Road		ONE HOUR	✓	288	100.000
3 - Melton Road S		ONE HOUR	✓	547	100.000
4 - High Street		ONE HOUR	✓	554	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	105	323	171
	2 - Barkby Road	76	1	87	124
	3 - Melton Road S	360	85	3	99
	4 - High Street	299	171	84	0

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	2	3	1
	2 - Barkby Road	0	0	0	2
	3 - Melton Road S	6	2	0	1
	4 - High Street	2	11	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.65	10.42	1.9	B	550	824
2 - Barkby Road	0.67	22.80	1.9	C	264	396
3 - Melton Road S	0.65	11.63	1.9	B	502	753
4 - High Street	0.84	30.32	4.9	D	508	763

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	451	113	257		1081	0.417	448	548	0.0	0.7	5.791	A
2 - Barkby Road	217	54	434	0.00	540	0.402	214	270	0.0	0.7	11.063	B
3 - Melton Road S	412	103	277	0.00	994	0.414	409	371	0.0	0.7	6.391	A
4 - High Street	417	104	392		827	0.504	413	294	0.0	1.0	9.039	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	538	135	308		1052	0.512	537	658	0.7	1.1	7.132	A
2 - Barkby Road	259	65	521	0.00	513	0.505	258	324	0.7	1.0	14.147	B
3 - Melton Road S	492	123	333	0.00	965	0.510	490	445	0.7	1.1	7.898	A
4 - High Street	498	125	471		786	0.634	495	353	1.0	1.8	12.872	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	660	165	373		1015	0.650	656	800	1.1	1.8	10.174	B
2 - Barkby Road	317	79	635	0.00	477	0.665	314	394	1.0	1.9	21.746	C
3 - Melton Road S	602	151	406	0.00	927	0.650	599	543	1.1	1.9	11.360	B
4 - High Street	610	152	574		731	0.834	599	431	1.8	4.5	26.556	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	660	165	378		1012	0.652	659	808	1.8	1.9	10.420	B
2 - Barkby Road	317	79	639	0.00	476	0.666	317	398	1.9	1.9	22.801	C
3 - Melton Road S	602	151	409	0.00	925	0.651	602	547	1.9	1.9	11.626	B
4 - High Street	610	152	578		730	0.836	608	434	4.5	4.9	30.319	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	538	135	315		1048	0.514	542	670	1.9	1.1	7.319	A
2 - Barkby Road	259	65	527	0.00	511	0.507	262	330	1.9	1.1	14.801	B
3 - Melton Road S	492	123	338	0.00	962	0.511	495	451	1.9	1.1	8.095	A
4 - High Street	498	125	476		783	0.636	510	357	4.9	1.9	14.367	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	451	113	261		1078	0.418	452	556	1.1	0.7	5.895	A
2 - Barkby Road	217	54	439	0.00	538	0.403	218	274	1.1	0.7	11.398	B
3 - Melton Road S	412	103	282	0.00	992	0.415	413	376	1.1	0.8	6.513	A
4 - High Street	417	104	397		824	0.506	420	298	1.9	1.1	9.422	A

2027 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.37	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.37	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	616	100.000
2 - Barkby Road		ONE HOUR	✓	208	100.000
3 - Melton Road S		ONE HOUR	✓	441	100.000
4 - High Street		ONE HOUR	✓	402	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	1	86	376	153
	2 - Barkby Road	68	0	0	140
	3 - Melton Road S	318	39	2	82
	4 - High Street	195	95	111	1

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	3	4	1
	2 - Barkby Road	1	0	1	1
	3 - Melton Road S	6	5	0	8
	4 - High Street	2	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.63	9.43	1.8	A	565	848
2 - Barkby Road	0.50	16.13	1.0	C	191	286
3 - Melton Road S	0.52	8.60	1.1	A	405	607
4 - High Street	0.56	10.76	1.3	B	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	464	116	185		1121	0.414	461	435	0.0	0.7	5.598	A
2 - Barkby Road	157	39	482	0.00	525	0.298	155	165	0.0	0.4	9.782	A
3 - Melton Road S	332	83	271	0.00	997	0.333	330	366	0.0	0.5	5.714	A
4 - High Street	303	76	320		865	0.350	300	281	0.0	0.5	6.520	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	554	138	222		1100	0.503	553	522	0.7	1.0	6.764	A
2 - Barkby Road	187	47	578	0.00	495	0.378	186	197	0.4	0.6	11.745	B
3 - Melton Road S	396	99	325	0.00	969	0.409	396	439	0.5	0.7	6.662	A
4 - High Street	361	90	384		831	0.435	360	337	0.5	0.8	7.827	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	678	170	272		1072	0.633	675	638	1.0	1.7	9.289	A
2 - Barkby Road	229	57	706	0.00	455	0.503	227	241	0.6	1.0	15.867	C
3 - Melton Road S	486	121	397	0.00	931	0.521	484	536	0.7	1.1	8.520	A
4 - High Street	443	111	469		786	0.563	441	412	0.8	1.3	10.611	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	678	170	273		1071	0.633	678	641	1.7	1.8	9.430	A
2 - Barkby Road	229	57	709	0.00	454	0.504	229	242	1.0	1.0	16.133	C
3 - Melton Road S	486	121	400	0.00	930	0.522	485	538	1.1	1.1	8.600	A
4 - High Street	443	111	471		785	0.564	443	414	1.3	1.3	10.757	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	554	138	224		1099	0.504	557	526	1.8	1.1	6.877	A
2 - Barkby Road	187	47	582	0.00	494	0.379	189	199	1.0	0.6	11.969	B
3 - Melton Road S	396	99	329	0.00	967	0.410	398	442	1.1	0.7	6.738	A
4 - High Street	361	90	387		830	0.436	363	340	1.3	0.8	7.949	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	464	116	187		1120	0.414	465	439	1.1	0.7	5.679	A
2 - Barkby Road	157	39	486	0.00	524	0.299	157	166	0.6	0.4	9.948	A
3 - Melton Road S	332	83	274	0.00	996	0.334	333	369	0.7	0.5	5.778	A
4 - High Street	303	76	323		863	0.351	304	284	0.8	0.6	6.614	A

2027 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	22.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.32	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	625	100.000
2 - Barkby Road		ONE HOUR	✓	300	100.000
3 - Melton Road S		ONE HOUR	✓	569	100.000
4 - High Street		ONE HOUR	✓	577	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	110	337	178
	2 - Barkby Road	79	1	91	129
	3 - Melton Road S	375	88	3	103
	4 - High Street	312	178	87	0

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	2	3	1
	2 - Barkby Road	0	0	0	2
	3 - Melton Road S	6	2	0	1
	4 - High Street	2	11	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.68	11.60	2.2	B	574	860
2 - Barkby Road	0.71	26.15	2.3	D	275	413
3 - Melton Road S	0.68	12.93	2.2	B	522	783
4 - High Street	0.89	41.19	6.8	E	529	794

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	471	118	266		1075	0.438	467	571	0.0	0.8	6.023	A
2 - Barkby Road	226	56	452	0.00	534	0.423	223	281	0.0	0.7	11.561	B
3 - Melton Road S	428	107	288	0.00	988	0.434	425	387	0.0	0.8	6.639	A
4 - High Street	434	109	408		819	0.531	430	306	0.0	1.2	9.603	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	562	140	319		1045	0.537	560	685	0.8	1.2	7.562	A
2 - Barkby Road	270	67	542	0.00	506	0.533	268	337	0.7	1.1	15.148	C
3 - Melton Road S	512	128	346	0.00	958	0.534	510	464	0.8	1.2	8.362	A
4 - High Street	519	130	489		776	0.668	515	367	1.2	2.0	14.290	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	688	172	385		1008	0.683	684	831	1.2	2.1	11.230	B
2 - Barkby Road	330	83	661	0.00	469	0.704	326	409	1.1	2.2	24.601	C
3 - Melton Road S	626	157	422	0.00	918	0.682	623	565	1.2	2.1	12.538	B
4 - High Street	635	159	597		720	0.883	619	448	2.0	6.0	33.353	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	688	172	392		1005	0.685	688	841	2.1	2.2	11.602	B
2 - Barkby Road	330	83	665	0.00	468	0.706	330	414	2.2	2.3	26.148	D
3 - Melton Road S	626	157	426	0.00	916	0.684	626	570	2.1	2.2	12.929	B
4 - High Street	635	159	601		718	0.885	632	451	6.0	6.8	41.186	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	562	140	330		1039	0.541	566	702	2.2	1.2	7.830	A
2 - Barkby Road	270	67	550	0.00	504	0.535	274	346	2.3	1.2	16.097	C
3 - Melton Road S	512	128	352	0.00	955	0.536	515	472	2.2	1.2	8.625	A
4 - High Street	519	130	495		773	0.671	537	372	6.8	2.2	17.103	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	471	118	271		1073	0.439	472	580	1.2	0.8	6.149	A
2 - Barkby Road	226	56	457	0.00	533	0.424	228	286	1.2	0.8	11.976	B
3 - Melton Road S	428	107	293	0.00	986	0.435	430	392	1.2	0.8	6.785	A
4 - High Street	434	109	413		816	0.532	438	310	2.2	1.2	10.114	B

2027 + Development CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.23	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.23	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	616	100.000
2 - Barkby Road		ONE HOUR	✓	241	100.000
3 - Melton Road S		ONE HOUR	✓	443	100.000
4 - High Street		ONE HOUR	✓	416	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	1	86	376	153
	2 - Barkby Road	68	0	3	170
	3 - Melton Road S	318	41	2	82
	4 - High Street	195	109	111	1

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	3	4	1
	2 - Barkby Road	1	0	1	1
	3 - Melton Road S	6	5	0	8
	4 - High Street	2	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.64	9.67	1.8	A	565	848
2 - Barkby Road	0.58	19.21	1.4	C	221	332
3 - Melton Road S	0.53	8.99	1.2	A	407	610
4 - High Street	0.58	11.30	1.4	B	382	573

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	464	116	197		1114	0.416	461	435	0.0	0.7	5.657	A
2 - Barkby Road	181	45	482	0.00	525	0.346	179	176	0.0	0.5	10.458	B
3 - Melton Road S	334	83	293	0.00	986	0.338	331	368	0.0	0.5	5.826	A
4 - High Street	313	78	321		864	0.363	311	303	0.0	0.6	6.647	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	554	138	237		1092	0.507	552	522	0.7	1.0	6.863	A
2 - Barkby Road	217	54	578	0.00	495	0.438	216	212	0.5	0.8	12.965	B
3 - Melton Road S	398	100	352	0.00	955	0.417	397	441	0.5	0.8	6.850	A
4 - High Street	374	93	386		830	0.450	373	364	0.6	0.8	8.054	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	678	170	289		1062	0.638	675	638	1.0	1.8	9.519	A
2 - Barkby Road	265	66	706	0.00	455	0.583	263	259	0.8	1.3	18.704	C
3 - Melton Road S	488	122	430	0.00	914	0.533	486	539	0.8	1.2	8.891	A
4 - High Street	458	115	471		785	0.583	456	444	0.8	1.4	11.120	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	678	170	291		1062	0.639	678	641	1.8	1.8	9.672	A
2 - Barkby Road	265	66	709	0.00	454	0.584	265	260	1.3	1.4	19.213	C
3 - Melton Road S	488	122	433	0.00	913	0.534	488	542	1.2	1.2	8.993	A
4 - High Street	458	115	473		784	0.584	458	447	1.4	1.4	11.299	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	554	138	239		1091	0.508	557	526	1.8	1.1	6.986	A
2 - Barkby Road	217	54	582	0.00	494	0.439	219	213	1.4	0.8	13.340	B
3 - Melton Road S	398	100	356	0.00	953	0.418	400	445	1.2	0.8	6.943	A
4 - High Street	374	93	389		829	0.451	376	368	1.4	0.9	8.199	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	464	116	199		1113	0.417	465	440	1.1	0.7	5.742	A
2 - Barkby Road	181	45	486	0.00	524	0.347	182	178	0.8	0.5	10.692	B
3 - Melton Road S	334	83	297	0.00	984	0.339	334	372	0.8	0.6	5.901	A
4 - High Street	313	78	325		862	0.363	314	307	0.9	0.6	6.752	A

2027 + Development CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Barkby Road - Ped crossing	Ped crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Melton Road S - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	27.77	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.77	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Melton Road N		ONE HOUR	✓	625	100.000
2 - Barkby Road		ONE HOUR	✓	318	100.000
3 - Melton Road S		ONE HOUR	✓	572	100.000
4 - High Street		ONE HOUR	✓	604	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Melton Road N		
2 - Barkby Road	[ONEHOUR]	0.00
3 - Melton Road S	[ONEHOUR]	0.00
4 - High Street		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	110	337	178
	2 - Barkby Road	79	1	92	146
	3 - Melton Road S	375	91	3	103
	4 - High Street	312	205	87	0

Vehicle Mix

HV %s

		To			
		1 - Melton Road N	2 - Barkby Road	3 - Melton Road S	4 - High Street
From	1 - Melton Road N	0	2	3	1
	2 - Barkby Road	0	0	0	2
	3 - Melton Road S	6	2	0	1
	4 - High Street	2	11	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Melton Road N	0.70	12.28	2.3	B	574	860
2 - Barkby Road	0.75	30.29	2.8	D	292	438
3 - Melton Road S	0.69	13.53	2.3	B	525	787
4 - High Street	0.93	55.97	9.7	F	554	831

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	471	118	288		1063	0.443	467	571	0.0	0.8	6.148	A
2 - Barkby Road	239	60	452	0.00	534	0.448	236	304	0.0	0.8	12.065	B
3 - Melton Road S	431	108	301	0.00	982	0.439	427	387	0.0	0.8	6.742	A
4 - High Street	455	114	410		818	0.556	450	319	0.0	1.3	10.157	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	562	140	346		1031	0.545	560	685	0.8	1.2	7.799	A
2 - Barkby Road	286	71	542	0.00	506	0.565	284	364	0.8	1.3	16.207	C
3 - Melton Road S	514	129	361	0.00	950	0.541	513	465	0.8	1.2	8.558	A
4 - High Street	543	136	492		775	0.701	539	382	1.3	2.3	15.767	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	688	172	414		992	0.694	684	828	1.2	2.2	11.806	B
2 - Barkby Road	350	88	659	0.00	470	0.746	345	439	1.3	2.7	27.869	D
3 - Melton Road S	630	157	440	0.00	909	0.693	626	564	1.2	2.3	13.061	B
4 - High Street	665	166	600		718	0.926	642	466	2.3	8.0	41.192	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	688	172	423		987	0.697	688	840	2.2	2.3	12.276	B
2 - Barkby Road	350	88	665	0.00	468	0.748	349	446	2.7	2.8	30.290	D
3 - Melton Road S	630	157	444	0.00	907	0.695	630	570	2.3	2.3	13.526	B
4 - High Street	665	166	604		716	0.929	658	470	8.0	9.7	55.971	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	562	140	362		1021	0.550	566	707	2.3	1.3	8.155	A
2 - Barkby Road	286	71	551	0.00	503	0.568	292	377	2.8	1.4	17.591	C
3 - Melton Road S	514	129	368	0.00	946	0.543	518	474	2.3	1.3	8.864	A
4 - High Street	543	136	498		771	0.704	571	388	9.7	2.7	21.169	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Melton Road N	471	118	294		1060	0.444	472	581	1.3	0.8	6.289	A
2 - Barkby Road	239	60	458	0.00	532	0.450	242	309	1.4	0.8	12.578	B
3 - Melton Road S	431	108	306	0.00	979	0.440	432	393	1.3	0.8	6.899	A
4 - High Street	455	114	415		815	0.558	460	323	2.7	1.4	10.823	B

LinSig V1 style report

User and Project Details

Project:	**Syston**
Title:	
Location:	Queniborough Road/ Barkby Road
Additional detail:	
File name:	Queniborough Road_Barkby Road_RevB.lsg3x
Author:	
Company:	David Tucker Associates
Address:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
A		6	6	6
B	6		6	6
C	6	6		6
D	6	6	6	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	6	6
2	6		6	6
3	6	6		6
4	6	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B
3	C
4	D

Give-Way Lane Input Data

Junction: Queniborough Road_Barkby Road
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Queniborough Road_Barkby Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Queniborough Road N)	U	A	2	3	60.0	Geom	-	3.21	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	5.11
											Arm 7 Right	Inf
2/1 (Barkby Road E)	U	D	2	3	60.0	Geom	-	2.19	0.00	Y	Arm 6 Left	5.52
											Arm 7 Ahead	Inf
											Arm 8 Right	9.38
3/1 (Queniborough Road S)	U	B	2	3	60.0	Geom	-	2.95	0.00	Y	Arm 5 Right	Inf
											Arm 7 Left	12.79
											Arm 8 Ahead	Inf
4/1 (Barbky Road W)	U	C	2	3	60.0	Geom	-	3.38	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	13.42
											Arm 8 Left	8.39
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2021 AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	22.9 %	1647	1647
				Arm 6 Ahead	5.11	59.8 %		
				Arm 7 Right	Inf	17.3 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.4 %	1814	1814
				Arm 7 Left	12.79	45.3 %		
				Arm 8 Ahead	Inf	54.3 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.9 %	1719	1719
				Arm 6 Right	13.42	61.0 %		
				Arm 8 Left	8.39	38.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	24.7 %	1687	1687
				Arm 6 Ahead	5.11	50.2 %		
				Arm 7 Right	Inf	25.1 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1730	1730
				Arm 7 Ahead	Inf	62.5 %		
				Arm 8 Right	9.38	37.5 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.7 %	1821	1821
				Arm 7 Left	12.79	41.4 %		
				Arm 8 Ahead	Inf	57.9 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	2.0 %	1718	1718
				Arm 6 Right	13.42	57.9 %		
				Arm 8 Left	8.39	40.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	22.9 %	1647	1647
				Arm 6 Ahead	5.11	59.8 %		
				Arm 7 Right	Inf	17.3 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1813	1813
				Arm 7 Left	12.79	45.4 %		
				Arm 8 Ahead	Inf	54.3 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.9 %	1719	1719
				Arm 6 Right	13.42	61.2 %		
				Arm 8 Left	8.39	37.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	24.7 %	1687	1687
				Arm 6 Ahead	5.11	50.2 %		
				Arm 7 Right	Inf	25.1 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1730	1730
				Arm 7 Ahead	Inf	62.5 %		
				Arm 8 Right	9.38	37.5 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.6 %	1821	1821
				Arm 7 Left	12.79	41.6 %		
				Arm 8 Ahead	Inf	57.8 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	1.9 %	1718	1718
				Arm 6 Right	13.42	58.1 %		
				Arm 8 Left	8.39	40.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 + Dev AM' (FG5: '2027 Base+Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	22.7 %	1649	1649
				Arm 6 Ahead	5.11	59.4 %		
				Arm 7 Right	Inf	17.9 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1808	1808
				Arm 7 Left	12.79	48.2 %		
				Arm 8 Ahead	Inf	51.5 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.8 %	1722	1722
				Arm 6 Right	13.42	64.4 %		
				Arm 8 Left	8.39	34.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 + Dev PM' (FG6: '2027 Base+Dev PM', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	24.2 %	1692	1692
				Arm 6 Ahead	5.11	49.1 %		
				Arm 7 Right	Inf	26.8 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1730	1730
				Arm 7 Ahead	Inf	62.5 %		
				Arm 8 Right	9.38	37.5 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.0 %	1811	1811
				Arm 7 Left	12.79	46.8 %		
				Arm 8 Ahead	Inf	53.2 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	1.6 %	1721	1721
				Arm 6 Right	13.42	61.0 %		
				Arm 8 Left	8.39	37.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2021 AM CF' (FG7: '2021 Base AM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	23.0 %	1647	1647
				Arm 6 Ahead	5.11	59.7 %		
				Arm 7 Right	Inf	17.3 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1814	1814
				Arm 7 Left	12.79	45.3 %		
				Arm 8 Ahead	Inf	54.4 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.8 %	1719	1719
				Arm 6 Right	13.42	61.0 %		
				Arm 8 Left	8.39	38.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2021 PM CF' (FG8: '2021 Base PM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	24.7 %	1687	1687
				Arm 6 Ahead	5.11	50.2 %		
				Arm 7 Right	Inf	25.1 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1730	1730
				Arm 7 Ahead	Inf	62.5 %		
				Arm 8 Right	9.38	37.5 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.6 %	1821	1821
				Arm 7 Left	12.79	41.4 %		
				Arm 8 Ahead	Inf	58.0 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	1.8 %	1718	1718
				Arm 6 Right	13.42	58.1 %		
				Arm 8 Left	8.39	40.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2027 AM CF' (FG9: '2027 Base AM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	23.0 %	1647	1647
				Arm 6 Ahead	5.11	59.8 %		
				Arm 7 Right	Inf	17.2 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1814	1814
				Arm 7 Left	12.79	45.4 %		
				Arm 8 Ahead	Inf	54.3 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.8 %	1719	1719
				Arm 6 Right	13.42	61.0 %		
				Arm 8 Left	8.39	38.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2027 PM CF' (FG7: '2021 Base AM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	23.0 %	1647	1647
				Arm 6 Ahead	5.11	59.7 %		
				Arm 7 Right	Inf	17.3 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1814	1814
				Arm 7 Left	12.79	45.3 %		
				Arm 8 Ahead	Inf	54.4 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.8 %	1719	1719
				Arm 6 Right	13.42	61.0 %		
				Arm 8 Left	8.39	38.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2027 + Dev AM CF' (FG11: '2027 Base+Dev AM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	22.8 %	1649	1649
				Arm 6 Ahead	5.11	59.2 %		
				Arm 7 Right	Inf	18.0 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.3 %	1808	1808
				Arm 7 Left	12.79	48.1 %		
				Arm 8 Ahead	Inf	51.6 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	0.7 %	1721	1721
				Arm 6 Right	13.42	64.2 %		
				Arm 8 Left	8.39	35.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2027 + Dev PM CF' (FG12: '2027 Base+Dev PM CF', Plan 1: 'Network Control Plan 1')

Junction: Queniborough Road_Barkby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Queniborough Road N)	3.21	0.00	Y	Arm 5 Left	Inf	31.7 %	1627	1627
				Arm 6 Ahead	5.11	64.7 %		
				Arm 7 Right	Inf	3.6 %		
2/1 (Barkby Road E)	2.19	0.00	Y	Arm 6 Left	5.52	0.0 %	1741	1741
				Arm 7 Ahead	Inf	66.7 %		
				Arm 8 Right	9.38	33.3 %		
3/1 (Queniborough Road S)	2.95	0.00	Y	Arm 5 Right	Inf	0.5 %	1812	1812
				Arm 7 Left	12.79	46.3 %		
				Arm 8 Ahead	Inf	53.1 %		
4/1 (Barbky Road W)	3.38	0.00	Y	Arm 5 Ahead	Inf	1.5 %	1720	1720
				Arm 6 Right	13.42	60.9 %		
				Arm 8 Left	8.39	37.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	
2: '2021 Base PM'	17:00	18:00	01:00	
3: '2027 Base AM'	08:00	09:00	01:00	
4: '2027 Base PM'	17:00	18:00	01:00	
5: '2027 Base+Dev AM'	08:00	09:00	01:00	
6: '2027 Base+Dev PM'	17:00	18:00	01:00	
7: '2021 Base AM CF'	08:00	09:00	01:00	
8: '2021 Base PM CF'	17:00	18:00	01:00	
9: '2027 Base AM CF'	08:00	09:00	01:00	
10: '2027 Base PM CF'	17:00	18:00	01:00	
11: '2027 Base+Dev AM CF'	08:00	09:00	01:00	
12: '2027 Base+Dev PM CF'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2021 Base AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	151	1	278
	B	130	0	81	2	213
	C	211	61	0	81	353
	D	0	2	1	0	3
	Tot.	341	189	233	84	847

FG2: '2021 Base PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	176	2	304
	B	88	0	61	3	152
	C	124	62	0	61	247
	D	0	5	3	0	8
	Tot.	212	193	240	66	711

FG3: '2027 Base AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	159	1	293
	B	137	0	85	2	224
	C	222	64	0	85	371
	D	0	2	1	0	3
	Tot.	359	199	245	88	891

FG4: '2027 Base PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	185	2	320
	B	93	0	64	3	160
	C	130	65	0	64	259
	D	0	5	3	0	8
	Tot.	223	203	252	69	747

FG5: '2027 Base+Dev AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	159	1	309
	B	170	0	92	2	264
	C	222	67	0	85	374
	D	0	2	1	0	3
	Tot.	392	218	252	88	950

FG6: '2027 Base+Dev PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	163	185	0	348
	B	111	0	68	3	182
	C	130	71	0	64	265
	D	0	5	3	0	8
	Tot.	241	239	256	67	803

FG7: '2021 Base AM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	140	168	1	309
	B	144	0	90	2	236
	C	234	68	0	90	392
	D	0	2	1	0	3
	Tot.	378	210	259	93	940

FG8: '2021 Base PM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	193	2	333
	B	97	0	67	3	167
	C	136	68	0	67	271
	D	0	5	3	0	8
	Tot.	233	211	263	72	779

FG9: '2027 Base AM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	147	176	1	324
	B	152	0	95	2	249
	C	247	71	0	95	413
	D	0	2	1	0	3
	Tot.	399	220	272	98	989

FG10: '2027 Base PM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	203	2	351
	B	102	0	70	3	175
	C	143	72	0	70	285
	D	0	6	3	0	9
	Tot.	245	224	276	75	820

FG11: '2027 Base+Dev AM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	164	176	1	341
	B	185	0	101	2	288
	C	247	75	0	95	417
	D	0	2	1	0	3
	Tot.	432	241	278	98	1049

FG12: '2027 Base+Dev PM CF'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	177	203	2	382
	B	120	0	74	3	197
	C	143	8	0	70	221
	D	0	6	3	0	9
	Tot.	263	191	280	75	809

Stage Timings

Scenario 1: '2021 AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	39	28	22	7
Change Point	0	45	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.6%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.6%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	39	-	353	1647	549	64.3%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	278	1814	438	63.4%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	213	1719	329	64.6%
5/1		U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.7**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.7**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	353	353	-	-	-	3.3	0.9	-	4.2	43.0	9.9	0.9	10.8
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	278	278	-	-	-	3.1	0.9	-	4.0	51.9	8.3	0.9	9.1
4/1	213	213	-	-	-	2.6	0.9	-	3.5	60.0	6.5	0.9	7.4
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 39.2 Total Delay for Signalled Lanes (pcuHr): 11.83 Cycle Time (s): 120
PRC Over All Lanes (%): 39.2 Total Delay Over All Lanes(pcuHr): 11.83

Stage Timings

Scenario 2: '2021 PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	33	37	19	7
Change Point	0	39	82	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.1%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.1%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	33	-	247	1687	478	51.7%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	8	1730	115	6.9%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	37	-	304	1821	577	52.7%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	19	-	152	1718	286	53.1%
5/1		U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.4**	**1.7**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**7.4**	**1.7**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	2.5	0.5	-	3.0	43.9	6.9	0.5	7.4
2/1	8	8	-	-	-	0.1	0.0	-	0.2	69.5	0.2	0.0	0.3
3/1	304	304	-	-	-	2.8	0.6	-	3.4	40.2	8.3	0.6	8.8
4/1	152	152	-	-	-	1.9	0.6	-	2.5	59.0	4.6	0.6	5.2
5/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 69.5 Total Delay for Signalled Lanes (pcuHr): 9.05 Cycle Time (s): 120
PRC Over All Lanes (%): 69.5 Total Delay Over All Lanes(pcuHr): 9.05

Stage Timings

Scenario 3: '2027 AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	39	28	22	7
Change Point	0	45	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.0%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.0%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	39	-	371	1647	549	67.6%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	293	1813	438	66.9%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	224	1719	329	68.0%
5/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.7**	**3.1**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**9.7**	**3.1**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1	371	371	-	-	-	3.5	1.0	-	4.6	44.4	10.6	1.0	11.6
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	293	293	-	-	-	3.4	1.0	-	4.3	53.4	8.8	1.0	9.8
4/1	224	224	-	-	-	2.8	1.0	-	3.8	61.8	6.9	1.0	7.9
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 32.4 Total Delay for Signalled Lanes (pcuHr): 12.83 Cycle Time (s): 120
PRC Over All Lanes (%): 32.4 Total Delay Over All Lanes(pcuHr): 12.83

Stage Timings

Scenario 4: '2027 PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	32	37	20	7
Change Point	0	38	81	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	32	-	259	1687	464	55.8%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	8	1730	115	6.9%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	37	-	320	1821	577	55.5%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	20	-	160	1718	301	53.2%
5/1		U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.8**	**1.9**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**7.8**	**1.9**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/1	259	259	-	-	-	2.7	0.6	-	3.3	46.0	7.3	0.6	8.0
2/1	8	8	-	-	-	0.1	0.0	-	0.2	69.5	0.2	0.0	0.3
3/1	320	320	-	-	-	3.0	0.6	-	3.6	41.0	8.8	0.6	9.4
4/1	160	160	-	-	-	2.0	0.6	-	2.6	57.7	4.8	0.6	5.4
5/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 61.2 Total Delay for Signalled Lanes (pcuHr): 9.67 Cycle Time (s): 120
PRC Over All Lanes (%): 61.2 Total Delay Over All Lanes(pcuHr): 9.67

Stage Timings

Scenario 5: '2027 + Dev AM' (FG5: '2027 Base+Dev AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	37	27	25	7
Change Point	0	43	76	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	37	-	374	1649	522	71.6%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	27	-	309	1808	422	73.2%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	25	-	264	1722	373	70.8%
5/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.6**	**3.8**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**10.6**	**3.8**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	374	374	-	-	-	3.8	1.2	-	5.0	48.2	11.0	1.2	12.3
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	309	309	-	-	-	3.7	1.3	-	5.0	58.1	9.4	1.3	10.8
4/1	264	264	-	-	-	3.2	1.2	-	4.4	59.6	8.1	1.2	9.3
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 22.9 Total Delay for Signalled Lanes (pcuHr): 14.42 Cycle Time (s): 120
PRC Over All Lanes (%): 22.9 Total Delay Over All Lanes(pcuHr): 14.42

Stage Timings

Scenario 6: '2027 + Dev PM' (FG6: '2027 Base+Dev PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	31	38	20	7
Change Point	0	37	81	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	31	-	265	1692	451	58.7%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	8	1730	115	6.9%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	38	-	348	1811	589	59.1%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	20	-	182	1721	301	60.4%
5/1		U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.2**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.2**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/1	265	265	-	-	-	2.8	0.7	-	3.5	47.9	7.7	0.7	8.4
2/1	8	8	-	-	-	0.1	0.0	-	0.2	69.5	0.2	0.0	0.3
3/1	348	348	-	-	-	3.3	0.7	-	4.0	41.3	9.7	0.7	10.4
4/1	182	182	-	-	-	2.3	0.8	-	3.1	60.6	5.6	0.8	6.3
5/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.9 Total Delay for Signalled Lanes (pcuHr): 10.73 Cycle Time (s): 120
PRC Over All Lanes (%): 48.9 Total Delay Over All Lanes(pcuHr): 10.73

Stage Timings

Scenario 7: '2021 AM CF' (FG7: '2021 Base AM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	39	28	22	7
Change Point	0	45	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	39	-	392	1647	549	71.4%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	309	1814	438	70.5%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	236	1719	329	71.6%
5/1		U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.6**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.6**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/1	392	392	-	-	-	3.8	1.2	-	5.0	46.3	11.3	1.2	12.6
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	309	309	-	-	-	3.6	1.2	-	4.7	55.3	9.4	1.2	10.5
4/1	236	236	-	-	-	3.0	1.2	-	4.2	64.2	7.3	1.2	8.6
5/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 25.6 Total Delay for Signalled Lanes (pcuHr): 14.05 Cycle Time (s): 120
PRC Over All Lanes (%): 25.6 Total Delay Over All Lanes(pcuHr): 14.05

Stage Timings

Scenario 8: '2021 PM CF' (FG8: '2021 Base PM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	33	37	19	7
Change Point	0	39	82	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.3%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.3%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	33	-	271	1687	478	56.7%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	8	1730	115	6.9%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	37	-	333	1821	577	57.7%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	19	-	167	1718	286	58.3%
5/1		U	N/A	N/A	-		-	-	-	72	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.2**	**2.1**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**8.2**	**2.1**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
1/1	271	271	-	-	-	2.8	0.7	-	3.4	45.4	7.7	0.7	8.3
2/1	8	8	-	-	-	0.1	0.0	-	0.2	69.5	0.2	0.0	0.3
3/1	333	333	-	-	-	3.2	0.7	-	3.9	41.6	9.2	0.7	9.9
4/1	167	167	-	-	-	2.1	0.7	-	2.8	61.1	5.1	0.7	5.8
5/1	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.3 Total Delay for Signalled Lanes (pcuHr): 10.25 Cycle Time (s): 120
PRC Over All Lanes (%): 54.3 Total Delay Over All Lanes(pcuHr): 10.25

Stage Timings

Scenario 9: '2027 AM CF' (FG9: '2027 Base AM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	39	28	22	7
Change Point	0	45	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.6%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.6%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	39	-	413	1647	549	75.2%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	324	1814	438	73.9%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	249	1719	329	75.6%
5/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.4**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.4**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
1/1	413	413	-	-	-	4.1	1.5	-	5.6	48.5	12.2	1.5	13.6
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	324	324	-	-	-	3.8	1.4	-	5.2	57.4	9.9	1.4	11.3
4/1	249	249	-	-	-	3.2	1.5	-	4.7	67.4	7.8	1.5	9.3
5/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 19.1 Total Delay for Signalled Lanes (pcuHr): 15.45 Cycle Time (s): 120
PRC Over All Lanes (%): 19.1 Total Delay Over All Lanes(pcuHr): 15.45

Stage Timings

Scenario 10: '2027 PM CF' (FG7: '2021 Base AM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	39	28	22	7
Change Point	0	45	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	39	-	392	1647	549	71.4%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	309	1814	438	70.5%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	236	1719	329	71.6%
5/1		U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.6**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.6**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/1	392	392	-	-	-	3.8	1.2	-	5.0	46.3	11.3	1.2	12.6
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	309	309	-	-	-	3.6	1.2	-	4.7	55.3	9.4	1.2	10.5
4/1	236	236	-	-	-	3.0	1.2	-	4.2	64.2	7.3	1.2	8.6
5/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 25.6 Total Delay for Signalled Lanes (pcuHr): 14.05 Cycle Time (s): 120
PRC Over All Lanes (%): 25.6 Total Delay Over All Lanes(pcuHr): 14.05

Stage Timings

Scenario 11: '2027 + Dev AM CF' (FG11: '2027 Base+Dev AM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	37	28	24	7
Change Point	0	43	77	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	37	-	417	1649	522	79.9%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	3	1741	116	2.6%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	28	-	341	1808	437	78.0%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	24	-	288	1721	359	80.3%
5/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.0**	**5.6**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**12.0**	**5.6**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
1/1	417	417	-	-	-	4.3	1.9	-	6.3	54.0	12.6	1.9	14.5
2/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
3/1	341	341	-	-	-	4.0	1.7	-	5.7	60.6	10.6	1.7	12.3
4/1	288	288	-	-	-	3.6	1.9	-	5.5	69.4	9.1	1.9	11.1
5/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.0 Total Delay for Signalled Lanes (pcuHr): 17.61 Cycle Time (s): 120
PRC Over All Lanes (%): 12.0 Total Delay Over All Lanes(pcuHr): 17.61

Stage Timings

Scenario 12: '2027 + Dev PM CF' (FG12: '2027 Base+Dev PM CF', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	26	41	22	7
Change Point	0	32	79	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**
Queniborough Road_Barkby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**
1/1	Queniborough Road N Left Ahead Right	U	N/A	N/A	A		1	26	-	221	1627	366	60.4%
2/1	Barkby Road E Left Ahead Right	U	N/A	N/A	D		1	7	-	9	1741	116	7.8%
3/1	Queniborough Road S Right Left Ahead	U	N/A	N/A	B		1	41	-	382	1812	634	60.2%
4/1	Barbky Road W Ahead Right Left	U	N/A	N/A	C		1	22	-	197	1720	330	59.8%
5/1		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.3**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
Queniborough Road_Barkby Road	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.3**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/1	221	221	-	-	-	2.6	0.8	-	3.3	54.0	6.6	0.8	7.3
2/1	9	9	-	-	-	0.1	0.0	-	0.2	69.5	0.3	0.0	0.3
3/1	382	382	-	-	-	3.4	0.8	-	4.2	39.2	10.4	0.8	11.2
4/1	197	197	-	-	-	2.4	0.7	-	3.2	57.7	6.0	0.7	6.7
5/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 49.1 Total Delay for Signalled Lanes (pcuHr): 10.81 Cycle Time (s): 120
PRC Over All Lanes (%): 49.1 Total Delay Over All Lanes(pcuHr): 10.81

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Barkby Road - Pembroke Avenue T Junction Assessment.j10
Path: P:\20000's\20060\Technical\Junction Modelling\2022 Junction Assessments\Oct 2022
Report generation date: 13/12/2022 15:17:01

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022					
Stream B-C	0.1	6.65	0.06	0.1	7.29	0.06
Stream B-A	0.2	10.33	0.17	0.4	11.96	0.31
Stream C-AB	0.2	6.51	0.13	0.2	5.72	0.10
	2027					
Stream B-C	0.1	6.73	0.07	0.1	7.42	0.06
Stream B-A	0.2	10.57	0.18	0.5	12.42	0.32
Stream C-AB	0.2	6.55	0.14	0.2	5.73	0.11
	2027 + Dev					
Stream B-C	0.1	7.07	0.07	0.1	7.97	0.07
Stream B-A	0.3	11.46	0.22	0.6	14.23	0.40
Stream C-AB	0.2	6.61	0.14	0.2	5.65	0.11
	2022 CF					
Stream B-C	0.1	6.68	0.06	0.1	7.58	0.07
Stream B-A	0.2	10.44	0.17	0.5	12.96	0.34
Stream C-AB	0.2	6.53	0.13	0.2	5.74	0.12
	2027 CF					
Stream B-C	0.1	6.77	0.07	0.1	7.75	0.07
Stream B-A	0.2	10.71	0.18	0.6	13.51	0.36
Stream C-AB	0.2	6.58	0.14	0.2	5.76	0.12
	2027 + Development CF					
Stream B-C	0.1	7.12	0.07	0.1	8.41	0.08
Stream B-A	0.3	11.62	0.22	0.8	15.70	0.44
Stream C-AB	0.3	6.66	0.15	0.2	5.67	0.13

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 Av. delay per arriving vehicle.

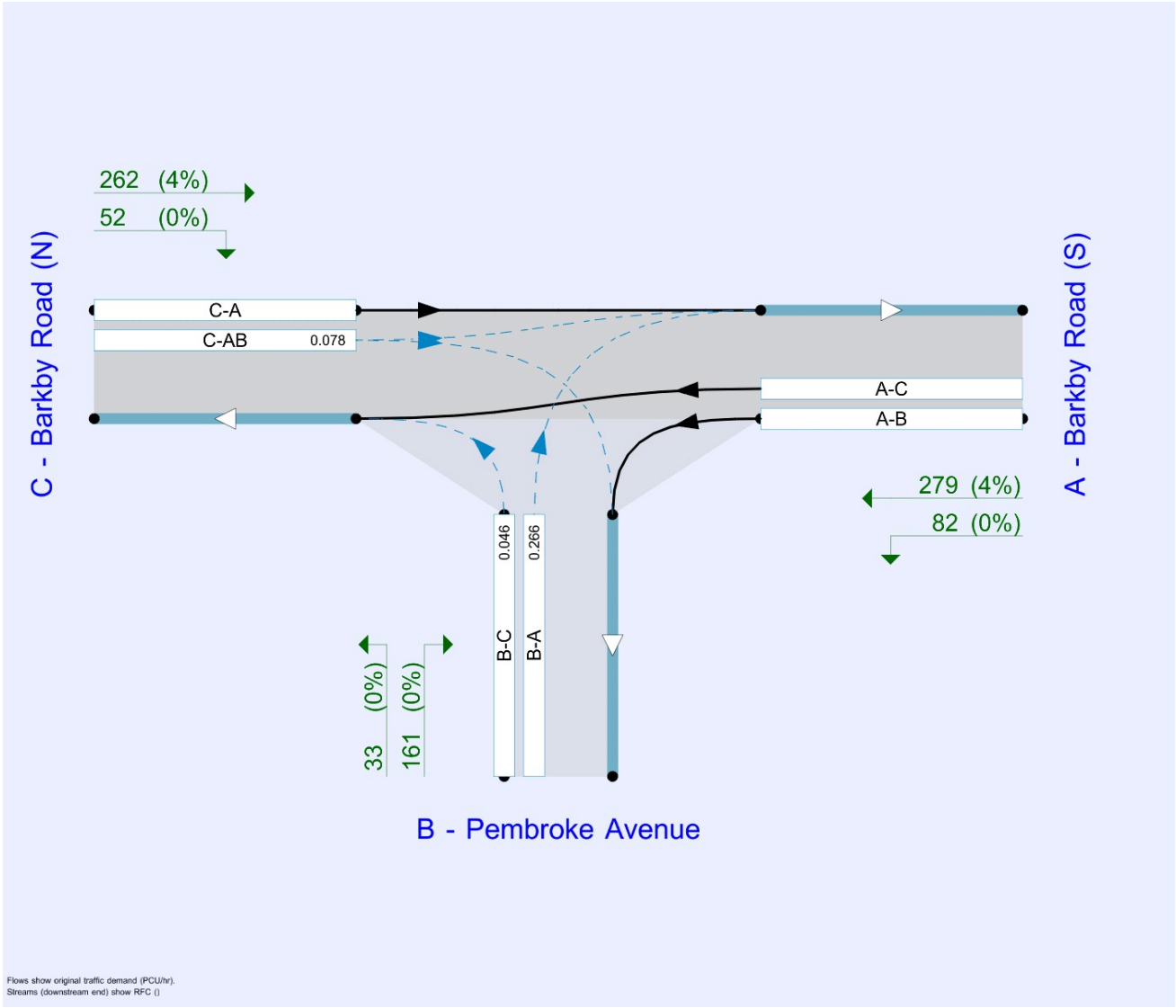
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	04/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM		ONE HOUR	07:45	09:15	15	✓
D2	2022	PM		ONE HOUR	16:45	18:15	15	✓
D3	2027	AM		ONE HOUR	07:45	09:15	15	✓
D4	2027	PM		ONE HOUR	16:45	18:15	15	✓
D5	2027 + Dev	AM		ONE HOUR	07:45	09:15	15	✓
D6	2027 + Dev	PM		ONE HOUR	16:45	18:15	15	✓
D7	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D8	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D9	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D10	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D11	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D12	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barkby Road (S)		Major
B	Pembroke Avenue		Minor
C	Barkby Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barkby Road (N)	6.60			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 - Pembroke Avenue	One lane plus flare	10.00	6.00	3.10	3.10	3.10	✓	1.00	54	41

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	549	0.097	0.246	0.155	0.352
B-C	684	0.102	0.258	-	-
C-B	631	0.238	0.238	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	364	100.000
B - Pembroke Avenue		ONE HOUR	✓	97	100.000
C - Barkby Road (N)		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	148	216
	B - Pembroke Avenue	64	0	33
	C - Barkby Road (N)	151	58	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.65	0.1	A	30	45
B-A	0.17	10.33	0.2	B	59	88
C-AB	0.13	6.51	0.2	A	68	103
C-A					123	185
A-B					136	204
A-C					198	297

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	613	0.041	25	0.0	0.0	6.113	A
B-A	48	12	465	0.104	48	0.0	0.1	8.788	A
C-AB	53	13	644	0.082	53	0.0	0.1	6.206	A
C-A	104	26			104				
A-B	111	28			111				
A-C	163	41			163				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	599	0.050	30	0.0	0.1	6.326	A
B-A	58	14	449	0.128	57	0.1	0.1	9.383	A
C-AB	66	17	647	0.102	66	0.1	0.1	6.322	A
C-A	122	30			122				
A-B	133	33			133				
A-C	194	49			194				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	578	0.063	36	0.1	0.1	6.646	A
B-A	70	18	426	0.165	70	0.1	0.2	10.315	B
C-AB	86	21	653	0.132	86	0.1	0.2	6.499	A
C-A	144	36			144				
A-B	163	41			163				
A-C	238	59			238				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	578	0.063	36	0.1	0.1	6.648	A
B-A	70	18	426	0.165	70	0.2	0.2	10.330	B
C-AB	86	21	653	0.132	86	0.2	0.2	6.514	A
C-A	144	36			144				
A-B	163	41			163				
A-C	238	59			238				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	598	0.050	30	0.1	0.1	6.329	A
B-A	58	14	449	0.128	58	0.2	0.2	9.400	A
C-AB	66	17	648	0.102	66	0.2	0.2	6.346	A
C-A	122	30			122				
A-B	133	33			133				
A-C	194	49			194				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	613	0.041	25	0.1	0.0	6.123	A
B-A	48	12	465	0.104	48	0.2	0.1	8.816	A
C-AB	53	13	644	0.083	53	0.2	0.1	6.229	A
C-A	104	26			104				
A-B	111	28			111				
A-C	163	41			163				

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	289	100.000
B - Pembroke Avenue		ONE HOUR	✓	150	100.000
C - Barkby Road (N)		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	59	230
	B - Pembroke Avenue	121	0	29
	C - Barkby Road (N)	205	46	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	7.29	0.1	A	27	40
B-A	0.31	11.96	0.4	B	111	167
C-AB	0.10	5.72	0.2	A	59	88
C-A					172	258
A-B					54	81
A-C					211	317

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	575	0.038	22	0.0	0.0	6.505	A
B-A	91	23	474	0.192	90	0.0	0.2	9.368	A
C-AB	45	11	684	0.065	44	0.0	0.1	5.674	A
C-A	144	36			144				
A-B	44	11			44				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	556	0.047	26	0.0	0.0	6.795	A
B-A	109	27	457	0.238	108	0.2	0.3	10.322	B
C-AB	56	14	695	0.081	56	0.1	0.1	5.689	A
C-A	169	42			169				
A-B	53	13			53				
A-C	207	52			207				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	526	0.061	32	0.0	0.1	7.280	A
B-A	133	33	434	0.307	133	0.3	0.4	11.925	B
C-AB	74	19	712	0.104	74	0.1	0.2	5.713	A
C-A	202	51			202				
A-B	65	16			65				
A-C	253	63			253				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	526	0.061	32	0.1	0.1	7.286	A
B-A	133	33	434	0.307	133	0.4	0.4	11.964	B
C-AB	74	19	712	0.105	74	0.2	0.2	5.724	A
C-A	202	50			202				
A-B	65	16			65				
A-C	253	63			253				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	555	0.047	26	0.1	0.0	6.806	A
B-A	109	27	457	0.238	109	0.4	0.3	10.371	B
C-AB	56	14	696	0.081	57	0.2	0.1	5.706	A
C-A	169	42			169				
A-B	53	13			53				
A-C	207	52			207				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	574	0.038	22	0.0	0.0	6.519	A
B-A	91	23	473	0.192	91	0.3	0.2	9.432	A
C-AB	45	11	684	0.066	45	0.1	0.1	5.688	A
C-A	144	36			144				
A-B	44	11			44				
A-C	173	43			173				

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	379	100.000
B - Pembroke Avenue		ONE HOUR	✓	101	100.000
C - Barkby Road (N)		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	154	225
	B - Pembroke Avenue	67	0	34
	C - Barkby Road (N)	157	60	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.73	0.1	A	31	47
B-A	0.18	10.57	0.2	B	61	92
C-AB	0.14	6.55	0.2	A	71	107
C-A					128	191
A-B					141	212
A-C					206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	610	0.042	25	0.0	0.0	6.161	A
B-A	50	13	462	0.109	50	0.0	0.1	8.902	A
C-AB	55	14	645	0.086	55	0.0	0.1	6.226	A
C-A	108	27			108				
A-B	116	29			116				
A-C	169	42			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	594	0.051	31	0.0	0.1	6.386	A
B-A	60	15	445	0.135	60	0.1	0.2	9.542	A
C-AB	69	17	648	0.107	69	0.1	0.2	6.349	A
C-A	126	32			126				
A-B	138	35			138				
A-C	202	51			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	572	0.065	37	0.1	0.1	6.729	A
B-A	74	18	421	0.175	74	0.2	0.2	10.555	B
C-AB	90	22	654	0.138	90	0.2	0.2	6.537	A
C-A	149	37			149				
A-B	170	42			170				
A-C	248	62			248				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	572	0.065	37	0.1	0.1	6.731	A
B-A	74	18	421	0.175	74	0.2	0.2	10.569	B
C-AB	90	23	654	0.138	90	0.2	0.2	6.551	A
C-A	149	37			149				
A-B	170	42			170				
A-C	248	62			248				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	594	0.051	31	0.1	0.1	6.390	A
B-A	60	15	445	0.135	60	0.2	0.2	9.561	A
C-AB	69	17	648	0.107	69	0.2	0.2	6.377	A
C-A	126	31			126				
A-B	138	35			138				
A-C	202	51			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	609	0.042	26	0.1	0.0	6.168	A
B-A	50	13	462	0.109	51	0.2	0.1	8.933	A
C-AB	55	14	645	0.086	56	0.2	0.1	6.248	A
C-A	108	27			108				
A-B	116	29			116				
A-C	169	42			169				

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	302	100.000
B - Pembroke Avenue		ONE HOUR	✓	156	100.000
C - Barkby Road (N)		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	62	240
	B - Pembroke Avenue	126	0	30
	C - Barkby Road (N)	214	48	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	7.42	0.1	A	28	41
B-A	0.32	12.42	0.5	B	116	173
C-AB	0.11	5.73	0.2	A	62	93
C-A					178	268
A-B					57	85
A-C					220	330

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	571	0.040	22	0.0	0.0	6.563	A
B-A	95	24	470	0.202	94	0.0	0.2	9.550	A
C-AB	47	12	687	0.069	47	0.0	0.1	5.676	A
C-A	150	38			150				
A-B	47	12			47				
A-C	181	45			181				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	550	0.049	27	0.0	0.1	6.877	A
B-A	113	28	453	0.250	113	0.2	0.3	10.591	B
C-AB	60	15	699	0.085	60	0.1	0.1	5.691	A
C-A	176	44			176				
A-B	56	14			56				
A-C	216	54			216				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	519	0.064	33	0.1	0.1	7.413	A
B-A	139	35	429	0.324	138	0.3	0.5	12.368	B
C-AB	79	20	716	0.110	79	0.1	0.2	5.724	A
C-A	209	52			209				
A-B	68	17			68				
A-C	264	66			264				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	518	0.064	33	0.1	0.1	7.420	A
B-A	139	35	429	0.324	139	0.5	0.5	12.416	B
C-AB	79	20	716	0.110	79	0.2	0.2	5.734	A
C-A	209	52			209				
A-B	68	17			68				
A-C	264	66			264				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	550	0.049	27	0.1	0.1	6.889	A
B-A	113	28	452	0.250	114	0.5	0.3	10.646	B
C-AB	60	15	699	0.086	60	0.2	0.1	5.711	A
C-A	176	44			176				
A-B	56	14			56				
A-C	216	54			216				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	570	0.040	23	0.1	0.0	6.578	A
B-A	95	24	470	0.202	95	0.3	0.3	9.621	A
C-AB	47	12	687	0.069	47	0.1	0.1	5.694	A
C-A	150	37			150				
A-B	47	12			47				
A-C	181	45			181				

2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	437	100.000
B - Pembroke Avenue		ONE HOUR	✓	114	100.000
C - Barkby Road (N)		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	180	257
	B - Pembroke Avenue	80	0	34
	C - Barkby Road (N)	174	60	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.07	0.1	A	31	47
B-A	0.22	11.46	0.3	B	73	110
C-AB	0.14	6.61	0.2	A	74	111
C-A					141	211
A-B					165	248
A-C					236	354

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	591	0.043	25	0.0	0.0	6.364	A
B-A	60	15	454	0.133	60	0.0	0.2	9.297	A
C-AB	57	14	644	0.088	56	0.0	0.1	6.257	A
C-A	119	30			119				
A-B	136	34			136				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	573	0.053	31	0.0	0.1	6.638	A
B-A	72	18	435	0.165	72	0.2	0.2	10.106	B
C-AB	71	18	647	0.110	71	0.1	0.2	6.391	A
C-A	139	35			139				
A-B	162	40			162				
A-C	231	58			231				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	547	0.068	37	0.1	0.1	7.070	A
B-A	88	22	409	0.216	88	0.2	0.3	11.439	B
C-AB	94	23	653	0.143	93	0.2	0.2	6.594	A
C-A	164	41			164				
A-B	198	50			198				
A-C	283	71			283				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	546	0.069	37	0.1	0.1	7.073	A
B-A	88	22	408	0.216	88	0.3	0.3	11.461	B
C-AB	94	23	653	0.143	94	0.2	0.2	6.613	A
C-A	164	41			164				
A-B	198	50			198				
A-C	283	71			283				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	572	0.053	31	0.1	0.1	6.647	A
B-A	72	18	435	0.165	72	0.3	0.2	10.137	B
C-AB	71	18	648	0.110	72	0.2	0.2	6.420	A
C-A	139	35			139				
A-B	162	40			162				
A-C	231	58			231				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	590	0.043	26	0.1	0.0	6.376	A
B-A	60	15	454	0.133	60	0.2	0.2	9.339	A
C-AB	57	14	644	0.088	57	0.2	0.1	6.280	A
C-A	119	30			119				
A-B	136	34			136				
A-C	193	48			193				

2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	334	100.000
B - Pembroke Avenue		ONE HOUR	✓	180	100.000
C - Barkby Road (N)		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	76	258
	B - Pembroke Avenue	150	0	30
	C - Barkby Road (N)	243	48	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.97	0.1	A	28	41
B-A	0.40	14.23	0.6	B	138	206
C-AB	0.11	5.65	0.2	A	65	98
C-A					202	303
A-B					70	105
A-C					237	355

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	553	0.041	22	0.0	0.0	6.784	A
B-A	113	28	463	0.244	112	0.0	0.3	10.202	B
C-AB	49	12	696	0.070	49	0.0	0.1	5.613	A
C-A	170	43			170				
A-B	57	14			57				
A-C	194	49			194				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	527	0.051	27	0.0	0.1	7.192	A
B-A	135	34	444	0.303	134	0.3	0.4	11.597	B
C-AB	62	16	710	0.088	62	0.1	0.1	5.620	A
C-A	199	50			199				
A-B	68	17			68				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	486	0.068	33	0.1	0.1	7.951	A
B-A	165	41	418	0.395	164	0.4	0.6	14.135	B
C-AB	84	21	731	0.114	83	0.1	0.2	5.641	A
C-A	237	59			237				
A-B	84	21			84				
A-C	284	71			284				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	485	0.068	33	0.1	0.1	7.965	A
B-A	165	41	418	0.395	165	0.6	0.6	14.227	B
C-AB	84	21	731	0.115	84	0.2	0.2	5.649	A
C-A	237	59			237				
A-B	84	21			84				
A-C	284	71			284				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	527	0.051	27	0.1	0.1	7.209	A
B-A	135	34	444	0.304	136	0.6	0.4	11.699	B
C-AB	63	16	710	0.088	63	0.2	0.2	5.640	A
C-A	199	50			199				
A-B	68	17			68				
A-C	232	58			232				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	552	0.041	23	0.1	0.0	6.802	A
B-A	113	28	463	0.244	113	0.4	0.3	10.309	B
C-AB	49	12	696	0.071	49	0.2	0.1	5.629	A
C-A	170	42			170				
A-B	57	14			57				
A-C	194	49			194				

2022 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	371	100.000
B - Pembroke Avenue		ONE HOUR	✓	99	100.000
C - Barkby Road (N)		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	151	220
	B - Pembroke Avenue	65	0	34
	C - Barkby Road (N)	154	59	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.68	0.1	A	31	47
B-A	0.17	10.44	0.2	B	60	89
C-AB	0.13	6.53	0.2	A	70	105
C-A					126	188
A-B					139	208
A-C					202	303

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	613	0.042	25	0.0	0.0	6.129	A
B-A	49	12	463	0.106	48	0.0	0.1	8.842	A
C-AB	54	14	644	0.084	54	0.0	0.1	6.215	A
C-A	106	27			106				
A-B	114	28			114				
A-C	166	41			166				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	598	0.051	31	0.0	0.1	6.348	A
B-A	58	15	447	0.131	58	0.1	0.2	9.454	A
C-AB	68	17	648	0.104	67	0.1	0.2	6.334	A
C-A	124	31			124				
A-B	136	34			136				
A-C	198	49			198				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	576	0.065	37	0.1	0.1	6.679	A
B-A	72	18	423	0.169	71	0.2	0.2	10.421	B
C-AB	88	22	653	0.135	88	0.2	0.2	6.516	A
C-A	147	37			147				
A-B	166	42			166				
A-C	242	61			242				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	576	0.065	37	0.1	0.1	6.681	A
B-A	72	18	423	0.169	72	0.2	0.2	10.435	B
C-AB	88	22	653	0.135	88	0.2	0.2	6.529	A
C-A	147	37			147				
A-B	166	42			166				
A-C	242	61			242				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	597	0.051	31	0.1	0.1	6.352	A
B-A	58	15	446	0.131	59	0.2	0.2	9.474	A
C-AB	68	17	648	0.104	68	0.2	0.2	6.362	A
C-A	124	31			124				
A-B	136	34			136				
A-C	198	49			198				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	612	0.042	26	0.1	0.0	6.137	A
B-A	49	12	463	0.106	49	0.2	0.1	8.870	A
C-AB	54	14	644	0.084	54	0.2	0.1	6.238	A
C-A	106	27			106				
A-B	114	28			114				
A-C	166	41			166				

2022 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	314	100.000
B - Pembroke Avenue		ONE HOUR	✓	164	100.000
C - Barkby Road (N)		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	64	250
	B - Pembroke Avenue	132	0	32
	C - Barkby Road (N)	223	50	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.58	0.1	A	29	44
B-A	0.34	12.96	0.5	B	121	182
C-AB	0.12	5.74	0.2	A	66	98
C-A					185	277
A-B					59	88
A-C					229	344

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	567	0.042	24	0.0	0.0	6.628	A
B-A	99	25	466	0.213	98	0.0	0.3	9.761	A
C-AB	50	12	689	0.072	49	0.0	0.1	5.677	A
C-A	156	39			156				
A-B	48	12			48				
A-C	188	47			188				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	545	0.053	29	0.0	0.1	6.973	A
B-A	119	30	448	0.265	118	0.3	0.4	10.906	B
C-AB	63	16	702	0.090	63	0.1	0.1	5.694	A
C-A	182	46			182				
A-B	58	14			58				
A-C	225	56			225				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	510	0.069	35	0.1	0.1	7.575	A
B-A	145	36	423	0.344	145	0.4	0.5	12.903	B
C-AB	84	21	720	0.116	84	0.1	0.2	5.730	A
C-A	217	54			217				
A-B	70	18			70				
A-C	275	69			275				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	510	0.069	35	0.1	0.1	7.584	A
B-A	145	36	423	0.344	145	0.5	0.5	12.961	B
C-AB	84	21	720	0.116	84	0.2	0.2	5.740	A
C-A	217	54			217				
A-B	70	18			70				
A-C	275	69			275				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	544	0.053	29	0.1	0.1	6.987	A
B-A	119	30	448	0.265	119	0.5	0.4	10.975	B
C-AB	63	16	702	0.090	63	0.2	0.1	5.715	A
C-A	182	46			182				
A-B	58	14			58				
A-C	225	56			225				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	566	0.043	24	0.1	0.0	6.642	A
B-A	99	25	466	0.213	100	0.4	0.3	9.842	A
C-AB	50	12	689	0.072	50	0.1	0.1	5.693	A
C-A	156	39			156				
A-B	48	12			48				
A-C	188	47			188				

2027 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	387	100.000
B - Pembroke Avenue		ONE HOUR	✓	103	100.000
C - Barkby Road (N)		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	157	230
	B - Pembroke Avenue	68	0	35
	C - Barkby Road (N)	161	62	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.77	0.1	A	32	48
B-A	0.18	10.71	0.2	B	62	94
C-AB	0.14	6.58	0.2	A	74	112
C-A					130	195
A-B					144	216
A-C					211	317

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	609	0.043	26	0.0	0.0	6.179	A
B-A	51	13	460	0.111	51	0.0	0.1	8.969	A
C-AB	57	14	645	0.089	57	0.0	0.1	6.243	A
C-A	110	28			110				
A-B	118	30			118				
A-C	173	43			173				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	593	0.053	31	0.0	0.1	6.412	A
B-A	61	15	442	0.138	61	0.1	0.2	9.636	A
C-AB	72	18	649	0.111	72	0.1	0.2	6.371	A
C-A	129	32			129				
A-B	141	35			141				
A-C	207	52			207				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	570	0.068	38	0.1	0.1	6.768	A
B-A	75	19	418	0.179	75	0.2	0.2	10.689	B
C-AB	94	23	655	0.143	94	0.2	0.2	6.569	A
C-A	152	38			152				
A-B	173	43			173				
A-C	253	63			253				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	570	0.068	39	0.1	0.1	6.770	A
B-A	75	19	418	0.179	75	0.2	0.2	10.706	B
C-AB	94	23	655	0.143	94	0.2	0.2	6.584	A
C-A	152	38			152				
A-B	173	43			173				
A-C	253	63			253				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	593	0.053	32	0.1	0.1	6.419	A
B-A	61	15	442	0.138	61	0.2	0.2	9.652	A
C-AB	72	18	649	0.111	72	0.2	0.2	6.400	A
C-A	129	32			129				
A-B	141	35			141				
A-C	207	52			207				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	608	0.043	26	0.1	0.0	6.189	A
B-A	51	13	459	0.111	51	0.2	0.1	9.000	A
C-AB	58	14	645	0.089	58	0.2	0.1	6.265	A
C-A	110	28			110				
A-B	118	30			118				
A-C	173	43			173				

2027 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	328	100.000
B - Pembroke Avenue		ONE HOUR	✓	170	100.000
C - Barkby Road (N)		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	67	261
	B - Pembroke Avenue	137	0	33
	C - Barkby Road (N)	232	52	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.75	0.1	A	30	45
B-A	0.36	13.51	0.6	B	126	189
C-AB	0.12	5.76	0.2	A	69	104
C-A					191	287
A-B					61	92
A-C					239	359

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	562	0.044	25	0.0	0.0	6.693	A
B-A	103	26	462	0.223	102	0.0	0.3	9.965	A
C-AB	52	13	692	0.076	52	0.0	0.1	5.682	A
C-A	161	40			161				
A-B	50	13			50				
A-C	196	49			196				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	539	0.055	30	0.0	0.1	7.067	A
B-A	123	31	443	0.278	123	0.3	0.4	11.215	B
C-AB	67	17	705	0.094	66	0.1	0.2	5.702	A
C-A	189	47			189				
A-B	60	15			60				
A-C	235	59			235				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	502	0.072	36	0.1	0.1	7.736	A
B-A	151	38	417	0.361	150	0.4	0.6	13.437	B
C-AB	89	22	723	0.123	88	0.2	0.2	5.746	A
C-A	224	56			224				
A-B	74	18			74				
A-C	287	72			287				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	501	0.073	36	0.1	0.1	7.748	A
B-A	151	38	417	0.361	151	0.6	0.6	13.508	B
C-AB	89	22	724	0.123	89	0.2	0.2	5.757	A
C-A	224	56			224				
A-B	74	18			74				
A-C	287	72			287				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	538	0.055	30	0.1	0.1	7.080	A
B-A	123	31	443	0.278	124	0.6	0.4	11.294	B
C-AB	67	17	705	0.095	67	0.2	0.2	5.721	A
C-A	189	47			189				
A-B	60	15			60				
A-C	235	59			235				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	562	0.044	25	0.1	0.0	6.708	A
B-A	103	26	462	0.223	104	0.4	0.3	10.054	B
C-AB	53	13	692	0.076	53	0.2	0.1	5.698	A
C-A	161	40			161				
A-B	50	13			50				
A-C	196	49			196				

2027 + Development CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	446	100.000
B - Pembroke Avenue		ONE HOUR	✓	116	100.000
C - Barkby Road (N)		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	184	262
	B - Pembroke Avenue	81	0	35
	C - Barkby Road (N)	177	62	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	5
	B - Pembroke Avenue	2	0	0
	C - Barkby Road (N)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.12	0.1	A	32	48
B-A	0.22	11.62	0.3	B	74	111
C-AB	0.15	6.66	0.3	A	77	115
C-A					142	214
A-B					169	253
A-C					240	361

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	590	0.045	26	0.0	0.0	6.385	A
B-A	61	15	452	0.135	60	0.0	0.2	9.367	A
C-AB	59	15	644	0.091	58	0.0	0.1	6.281	A
C-A	121	30			121				
A-B	139	35			139				
A-C	197	49			197				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	571	0.055	31	0.0	0.1	6.667	A
B-A	73	18	432	0.168	73	0.2	0.2	10.207	B
C-AB	74	19	648	0.114	74	0.1	0.2	6.420	A
C-A	141	35			141				
A-B	165	41			165				
A-C	236	59			236				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	544	0.071	38	0.1	0.1	7.115	A
B-A	89	22	405	0.220	89	0.2	0.3	11.595	B
C-AB	97	24	654	0.149	97	0.2	0.3	6.638	A
C-A	166	41			166				
A-B	203	51			203				
A-C	288	72			288				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	544	0.071	39	0.1	0.1	7.119	A
B-A	89	22	405	0.220	89	0.3	0.3	11.620	B
C-AB	98	24	654	0.149	98	0.3	0.3	6.658	A
C-A	166	41			166				
A-B	203	51			203				
A-C	288	72			288				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	571	0.055	32	0.1	0.1	6.673	A
B-A	73	18	432	0.169	73	0.3	0.2	10.237	B
C-AB	74	19	648	0.114	74	0.3	0.2	6.450	A
C-A	141	35			141				
A-B	165	41			165				
A-C	236	59			236				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	589	0.045	26	0.1	0.0	6.396	A
B-A	61	15	452	0.135	61	0.2	0.2	9.412	A
C-AB	59	15	644	0.092	59	0.2	0.1	6.304	A
C-A	121	30			121				
A-B	139	35			139				
A-C	197	49			197				

2027 + Development CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Pembroke Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (S)		ONE HOUR	✓	361	100.000
B - Pembroke Avenue		ONE HOUR	✓	194	100.000
C - Barkby Road (N)		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	82	279
	B - Pembroke Avenue	161	0	33
	C - Barkby Road (N)	262	52	0

Vehicle Mix

HV %s

		To		
		A - Barkby Road (S)	B - Pembroke Avenue	C - Barkby Road (N)
From	A - Barkby Road (S)	0	0	4
	B - Pembroke Avenue	0	0	0
	C - Barkby Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	8.41	0.1	A	30	45
B-A	0.44	15.70	0.8	C	148	222
C-AB	0.13	5.67	0.2	A	73	109
C-A					215	323
A-B					75	113
A-C					256	384

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	544	0.046	25	0.0	0.0	6.929	A
B-A	121	30	455	0.266	120	0.0	0.4	10.686	B
C-AB	54	14	702	0.078	54	0.0	0.1	5.617	A
C-A	182	45			182				
A-B	62	15			62				
A-C	210	53			210				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	515	0.058	30	0.0	0.1	7.421	A
B-A	145	36	435	0.333	144	0.4	0.5	12.364	B
C-AB	70	17	717	0.097	70	0.1	0.2	5.630	A
C-A	212	53			212				
A-B	74	18			74				
A-C	251	63			251				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	465	0.078	36	0.1	0.1	8.389	A
B-A	177	44	406	0.436	176	0.5	0.8	15.565	C
C-AB	94	24	739	0.127	94	0.2	0.2	5.662	A
C-A	252	63			252				
A-B	90	23			90				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	464	0.078	36	0.1	0.1	8.414	A
B-A	177	44	406	0.436	177	0.8	0.8	15.703	C
C-AB	94	24	739	0.128	94	0.2	0.2	5.674	A
C-A	251	63			251				
A-B	90	23			90				
A-C	307	77			307				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	513	0.058	30	0.1	0.1	7.447	A
B-A	145	36	435	0.333	146	0.8	0.5	12.501	B
C-AB	70	17	717	0.097	70	0.2	0.2	5.651	A
C-A	212	53			212				
A-B	74	18			74				
A-C	251	63			251				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	543	0.046	25	0.1	0.0	6.954	A
B-A	121	30	455	0.266	122	0.5	0.4	10.816	B
C-AB	55	14	702	0.078	55	0.2	0.1	5.635	A
C-A	182	45			182				
A-B	62	15			62				
A-C	210	53			210				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
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Filename: Melton - Goodes Assessment RevB LCC Geometry Comment.j10
Path: P:\20000's\20060\Technical\Junction Modelling\2022 Junction Assessments\Oct 2022
Report generation date: 13/12/2022 15:14:39

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022					
Stream B-C	1.9	21.18	0.66	0.4	10.28	0.30
Stream B-A	0.2	21.31	0.19	0.1	18.93	0.09
Stream C-AB	1.2	7.68	0.40	5.9	21.71	0.79
	2027					
Stream B-C	2.3	24.58	0.70	0.5	10.74	0.32
Stream B-A	0.3	25.08	0.22	0.1	20.87	0.11
Stream C-AB	1.4	8.00	0.43	8.4	30.37	0.85
	2027 + Development					
Stream B-C	3.0	30.63	0.76	0.5	11.35	0.35
Stream B-A	0.4	31.28	0.26	0.1	23.02	0.12
Stream C-AB	1.6	8.63	0.47	15.8	58.67	0.94
	2022 CF					
Stream B-C	1.3	14.38	0.57	0.4	10.51	0.31
Stream B-A	0.2	13.83	0.13	0.1	19.88	0.10
Stream C-AB	0.9	6.59	0.36	7.0	25.54	0.82
	2027 CF					
Stream B-C	2.5	26.41	0.72	0.5	11.01	0.33
Stream B-A	0.3	27.13	0.24	0.1	22.13	0.11
Stream C-AB	1.4	8.14	0.44	10.7	38.48	0.89
	2027 + Development CF					
Stream B-C	3.4	33.49	0.78	0.6	11.62	0.36
Stream B-A	0.4	35.01	0.28	0.1	24.76	0.12
Stream C-AB	1.7	8.85	0.49	20.0	75.13	0.97

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 Av. delay per arriving vehicle.

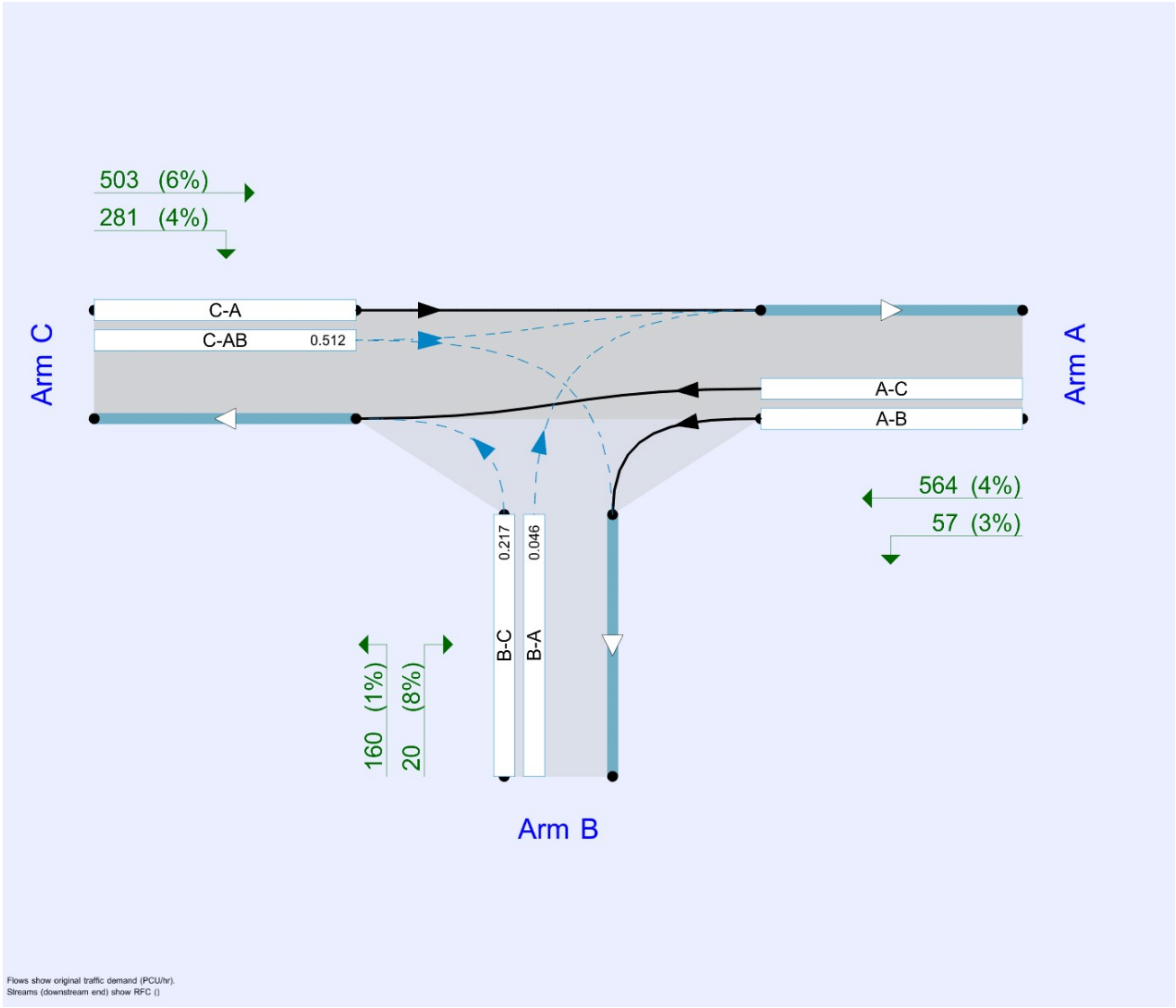
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	11/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM		ONE HOUR	07:45	09:15	15	✓
D2	2022	PM		ONE HOUR	16:45	18:15	15	✓
D5	2027	AM		ONE HOUR	07:45	09:15	15	✓
D6	2027	PM		ONE HOUR	16:45	18:15	15	✓
D7	2027 + Development	AM		ONE HOUR	07:45	09:15	15	✓
D8	2027 + Development	PM		ONE HOUR	16:45	18:15	15	✓
D9	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D10	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D11	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D12	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓
D13	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓
D14	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	Melton Road N		Major
B	Goodes Lane		Minor
C	Melton Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			114.0	✓	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	One lane plus flare	10.00	4.26	2.98	2.94	2.89		1.00	53	23

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	607	0.112	0.282	0.177	0.403
B-C	678	0.105	0.265	-	-
C-B	640	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	532	100.000
B		ONE HOUR	✓	339	100.000
C		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	508
	B	38	0	301
	C	418	133	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.66	21.18	1.9	C	276	414
B-A	0.19	21.31	0.2	C	35	52
C-AB	0.40	7.68	1.2	A	245	367
C-A					261	391
A-B					22	33
A-C					466	699

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	57	563	0.402	224	0.0	0.7	10.637	B
B-A	29	7	378	0.076	28	0.0	0.1	11.111	B
C-AB	171	43	760	0.225	169	0.0	0.5	6.378	A
C-A	244	61			244				
A-B	18	5			18				
A-C	382	96			382				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	539	0.502	269	0.7	1.0	13.418	B
B-A	34	9	319	0.107	34	0.1	0.1	13.638	B
C-AB	230	57	788	0.292	229	0.5	0.7	6.764	A
C-A	266	66			266				
A-B	22	5			22				
A-C	457	114			457				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	83	503	0.659	328	1.0	1.8	20.424	C
B-A	42	10	227	0.184	41	0.1	0.2	20.896	C
C-AB	332	83	828	0.401	330	0.7	1.2	7.610	A
C-A	275	69			275				
A-B	26	7			26				
A-C	559	140			559				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	331	83	502	0.660	331	1.8	1.9	21.183	C
B-A	42	10	224	0.187	42	0.2	0.2	21.315	C
C-AB	333	83	829	0.401	333	1.2	1.2	7.675	A
C-A	274	68			274				
A-B	26	7			26				
A-C	559	140			559				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	538	0.503	274	1.9	1.0	13.916	B
B-A	34	9	316	0.108	35	0.2	0.1	13.839	B
C-AB	231	58	789	0.292	233	1.2	0.7	6.847	A
C-A	265	66			265				
A-B	22	5			22				
A-C	457	114			457				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	57	563	0.403	228	1.0	0.7	10.905	B
B-A	29	7	376	0.076	29	0.1	0.1	11.214	B
C-AB	172	43	761	0.226	173	0.7	0.5	6.446	A
C-A	243	61			243				
A-B	18	5			18				
A-C	382	96			382				

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	582	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	54	528
	B	19	0	137
	C	472	241	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	10.28	0.4	B	126	189
B-A	0.09	18.93	0.1	C	17	26
C-AB	0.79	21.71	5.9	C	492	739
C-A					162	243
A-B					50	74
A-C					485	727

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	562	0.183	102	0.0	0.2	7.890	A
B-A	14	4	353	0.041	14	0.0	0.0	11.481	B
C-AB	333	83	781	0.426	328	0.0	1.1	8.314	A
C-A	204	51			204				
A-B	41	10			41				
A-C	398	99			398				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	539	0.229	123	0.2	0.3	8.736	A
B-A	17	4	301	0.057	17	0.0	0.1	13.697	B
C-AB	456	114	815	0.560	453	1.1	2.0	10.478	B
C-A	185	46			185				
A-B	49	12			49				
A-C	475	119			475				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	505	0.299	150	0.3	0.4	10.244	B
B-A	21	5	230	0.091	21	0.1	0.1	18.595	C
C-AB	677	169	864	0.783	663	2.0	5.4	18.938	C
C-A	108	27			108				
A-B	59	15			59				
A-C	581	145			581				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	504	0.299	151	0.4	0.4	10.283	B
B-A	21	5	226	0.092	21	0.1	0.1	18.934	C
C-AB	687	172	870	0.789	685	5.4	5.9	21.713	C
C-A	98	25			98				
A-B	59	15			59				
A-C	581	145			581				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	538	0.229	124	0.4	0.3	8.775	A
B-A	17	4	296	0.058	17	0.1	0.1	13.958	B
C-AB	465	116	824	0.565	480	5.9	2.2	11.686	B
C-A	176	44			176				
A-B	49	12			49				
A-C	475	119			475				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	562	0.184	103	0.3	0.2	7.932	A
B-A	14	4	350	0.041	14	0.1	0.0	11.588	B
C-AB	337	84	784	0.429	341	2.2	1.2	8.666	A
C-A	200	50			200				
A-B	41	10			41				
A-C	398	99			398				

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	555	100.000
B		ONE HOUR	✓	354	100.000
C		ONE HOUR	✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	530
	B	40	0	314
	C	436	139	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.70	24.58	2.3	C	288	432
B-A	0.22	25.08	0.3	D	37	55
C-AB	0.43	8.00	1.4	A	265	397
C-A					263	395
A-B					23	34
A-C					486	730

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	59	558	0.424	233	0.0	0.7	11.115	B
B-A	30	8	366	0.082	30	0.0	0.1	11.566	B
C-AB	183	46	766	0.239	181	0.0	0.5	6.446	A
C-A	250	62			250				
A-B	19	5			19				
A-C	399	100			399				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	71	532	0.531	281	0.7	1.1	14.379	B
B-A	36	9	302	0.119	36	0.1	0.1	14.575	B
C-AB	248	62	796	0.311	247	0.5	0.8	6.897	A
C-A	269	67			269				
A-B	22	6			22				
A-C	476	119			476				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	346	86	493	0.701	341	1.1	2.2	23.328	C
B-A	44	11	203	0.217	43	0.1	0.3	24.306	C
C-AB	361	90	838	0.431	359	0.8	1.3	7.917	A
C-A	272	68			272				
A-B	28	7			28				
A-C	584	146			584				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	346	86	492	0.702	345	2.2	2.3	24.582	C
B-A	44	11	199	0.221	44	0.3	0.3	25.079	D
C-AB	362	91	840	0.432	362	1.3	1.4	8.001	A
C-A	271	68			271				
A-B	28	7			28				
A-C	584	146			584				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	71	531	0.531	287	2.3	1.2	15.105	C
B-A	36	9	298	0.121	37	0.3	0.2	14.885	B
C-AB	249	62	797	0.312	251	1.4	0.8	6.991	A
C-A	268	67			268				
A-B	22	6			22				
A-C	476	119			476				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	59	557	0.424	238	1.2	0.8	11.443	B
B-A	30	8	363	0.083	30	0.2	0.1	11.695	B
C-AB	184	46	767	0.240	185	0.8	0.5	6.523	A
C-A	248	62			248				
A-B	19	5			19				
A-C	399	100			399				

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.00	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.00	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	606	100.000
B		ONE HOUR	✓	163	100.000
C		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	550
	B	20	0	143
	C	492	251	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.32	10.74	0.5	B	131	197
B-A	0.11	20.87	0.1	C	18	28
C-AB	0.85	30.37	8.4	D	535	802
C-A					147	220
A-B					51	77
A-C					505	757

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	557	0.193	107	0.0	0.2	8.054	A
B-A	15	4	342	0.044	15	0.0	0.0	11.884	B
C-AB	357	89	788	0.452	351	0.0	1.3	8.620	A
C-A	203	51			203				
A-B	42	11			42				
A-C	414	104			414				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	533	0.241	128	0.2	0.3	8.985	A
B-A	18	4	288	0.063	18	0.0	0.1	14.408	B
C-AB	492	123	824	0.597	488	1.3	2.3	11.304	B
C-A	176	44			176				
A-B	50	13			50				
A-C	494	124			494				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	157	39	496	0.317	157	0.3	0.5	10.691	B
B-A	22	6	213	0.103	22	0.1	0.1	20.288	C
C-AB	738	184	876	0.842	718	2.3	7.3	23.916	C
C-A	80	20			80				
A-B	62	15			62				
A-C	606	151			606				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	157	39	496	0.318	157	0.5	0.5	10.744	B
B-A	22	6	208	0.106	22	0.1	0.1	20.873	C
C-AB	754	188	886	0.851	750	7.3	8.4	30.373	D
C-A	64	16			64				
A-B	62	15			62				
A-C	606	151			606				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	532	0.242	129	0.5	0.3	9.034	A
B-A	18	4	280	0.064	18	0.1	0.1	14.838	B
C-AB	507	127	838	0.605	530	8.4	2.7	13.555	B
C-A	161	40			161				
A-B	50	13			50				
A-C	494	124			494				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	557	0.193	108	0.3	0.2	8.104	A
B-A	15	4	339	0.044	15	0.1	0.1	12.020	B
C-AB	361	90	792	0.456	367	2.7	1.4	9.074	A
C-A	198	49			198				
A-B	42	11			42				
A-C	414	104			414				

2027 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	555	100.000
B		ONE HOUR	✓	380	100.000
C		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	530
	B	40	0	340
	C	436	152	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.76	30.63	3.0	D	312	468
B-A	0.26	31.28	0.4	D	37	55
C-AB	0.47	8.63	1.6	A	289	434
C-A					250	375
A-B					23	34
A-C					486	730

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	256	64	558	0.459	253	0.0	0.8	11.801	B
B-A	30	8	355	0.085	30	0.0	0.1	11.953	B
C-AB	200	50	766	0.261	198	0.0	0.6	6.635	A
C-A	242	61			242				
A-B	19	5			19				
A-C	399	100			399				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	306	76	532	0.575	304	0.8	1.3	15.824	C
B-A	36	9	285	0.126	36	0.1	0.2	15.571	C
C-AB	271	68	796	0.340	270	0.6	0.9	7.197	A
C-A	258	64			258				
A-B	22	6			22				
A-C	476	119			476				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	374	94	492	0.762	368	1.3	2.9	28.118	D
B-A	44	11	174	0.253	43	0.2	0.4	29.490	D
C-AB	395	99	839	0.471	392	0.9	1.6	8.511	A
C-A	253	63			253				
A-B	28	7			28				
A-C	584	146			584				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	374	94	491	0.763	374	2.9	3.0	30.632	D
B-A	44	11	168	0.262	44	0.4	0.4	31.276	D
C-AB	396	99	840	0.472	396	1.6	1.6	8.626	A
C-A	251	63			251				
A-B	28	7			28				
A-C	584	146			584				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	306	76	531	0.576	312	3.0	1.4	17.082	C
B-A	36	9	279	0.129	37	0.4	0.2	16.108	C
C-AB	272	68	798	0.342	275	1.6	0.9	7.322	A
C-A	256	64			256				
A-B	22	6			22				
A-C	476	119			476				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	256	64	557	0.459	258	1.4	0.9	12.249	B
B-A	30	8	351	0.086	30	0.2	0.1	12.123	B
C-AB	202	50	767	0.263	203	0.9	0.6	6.728	A
C-A	241	60			241				
A-B	19	5			19				
A-C	399	100			399				

2027 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		25.90	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.90	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	606	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	768	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	550
	B	20	0	158
	C	492	276	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	11.35	0.5	B	145	217
B-A	0.12	23.02	0.1	C	18	28
C-AB	0.94	58.67	15.8	F	594	890
C-A					111	167
A-B					51	77
A-C					505	757

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	557	0.214	118	0.0	0.3	8.260	A
B-A	15	4	333	0.045	15	0.0	0.1	12.195	B
C-AB	392	98	788	0.498	386	0.0	1.5	9.350	A
C-A	186	47			186				
A-B	42	11			42				
A-C	414	104			414				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	532	0.267	142	0.3	0.4	9.303	A
B-A	18	4	277	0.065	18	0.1	0.1	14.991	B
C-AB	541	135	824	0.657	536	1.5	2.9	13.170	B
C-A	149	37			149				
A-B	50	13			50				
A-C	494	124			494				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	495	0.351	173	0.4	0.5	11.266	B
B-A	22	6	200	0.110	22	0.1	0.1	21.823	C
C-AB	813	203	877	0.927	777	2.9	11.8	36.428	E
C-A	33	8			33				
A-B	62	15			62				
A-C	606	151			606				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	494	0.352	174	0.5	0.5	11.347	B
B-A	22	6	191	0.115	22	0.1	0.1	23.018	C
C-AB	843	211	894	0.943	827	11.8	15.8	58.669	F
C-A	2	0.59			2				
A-B	62	15			62				
A-C	606	151			606				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	531	0.267	143	0.5	0.4	9.371	A
B-A	18	4	263	0.068	18	0.1	0.1	15.915	C
C-AB	573	143	851	0.673	622	15.8	3.6	20.755	C
C-A	117	29			117				
A-B	50	13			50				
A-C	494	124			494				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	557	0.214	119	0.4	0.3	8.319	A
B-A	15	4	329	0.046	15	0.1	0.1	12.378	B
C-AB	399	100	794	0.502	407	3.6	1.6	10.077	B
C-A	179	45			179				
A-B	42	11			42				
A-C	414	104			414				

2022 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2022 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	346	100.000
C		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	218
	B	39	0	307
	C	427	136	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.57	14.38	1.3	B	282	423
B-A	0.13	13.83	0.2	B	36	54
C-AB	0.36	6.59	0.9	A	238	357
C-A					279	418
A-B					22	33
A-C					200	300

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	621	0.372	229	0.0	0.6	9.207	A
B-A	29	7	439	0.067	29	0.0	0.1	9.470	A
C-AB	170	42	810	0.210	168	0.0	0.4	5.875	A
C-A	254	64			254				
A-B	18	5			18				
A-C	164	41			164				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	69	609	0.453	275	0.6	0.8	10.855	B
B-A	35	9	395	0.089	35	0.1	0.1	10.798	B
C-AB	225	56	845	0.266	224	0.4	0.6	6.091	A
C-A	281	70			281				
A-B	22	5			22				
A-C	196	49			196				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	338	85	591	0.572	336	0.8	1.3	14.170	B
B-A	43	11	326	0.132	43	0.1	0.2	13.732	B
C-AB	317	79	894	0.355	316	0.6	0.9	6.551	A
C-A	302	76			302				
A-B	26	7			26				
A-C	240	60			240				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	338	85	590	0.572	338	1.3	1.3	14.382	B
B-A	43	11	324	0.132	43	0.2	0.2	13.825	B
C-AB	318	80	895	0.355	318	0.9	0.9	6.588	A
C-A	302	75			302				
A-B	26	7			26				
A-C	240	60			240				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	69	609	0.453	278	1.3	0.9	11.050	B
B-A	35	9	393	0.089	35	0.2	0.1	10.870	B
C-AB	226	56	846	0.267	227	0.9	0.6	6.141	A
C-A	280	70			280				
A-B	22	5			22				
A-C	196	49			196				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	621	0.372	232	0.9	0.6	9.371	A
B-A	29	7	438	0.067	29	0.1	0.1	9.529	A
C-AB	171	43	810	0.211	171	0.6	0.4	5.925	A
C-A	253	63			253				
A-B	18	5			18				
A-C	164	41			164				

2022 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.89	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2022 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	596	100.000
B		ONE HOUR	✓	159	100.000
C		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	541
	B	19	0	140
	C	483	246	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	10.51	0.4	B	128	193
B-A	0.10	19.88	0.1	C	17	26
C-AB	0.82	25.54	7.0	D	514	771
C-A					155	232
A-B					50	76
A-C					496	745

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	559	0.188	104	0.0	0.2	7.975	A
B-A	14	4	347	0.041	14	0.0	0.0	11.687	B
C-AB	345	86	785	0.440	340	0.0	1.2	8.468	A
C-A	204	51			204				
A-B	41	10			41				
A-C	407	102			407				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	535	0.235	126	0.2	0.3	8.866	A
B-A	17	4	294	0.058	17	0.0	0.1	14.056	B
C-AB	475	119	820	0.579	471	1.2	2.2	10.887	B
C-A	181	45			181				
A-B	49	12			49				
A-C	486	122			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	500	0.308	154	0.3	0.4	10.469	B
B-A	21	5	221	0.095	21	0.1	0.1	19.430	C
C-AB	708	177	870	0.814	692	2.2	6.3	21.275	C
C-A	94	24			94				
A-B	61	15			61				
A-C	596	149			596				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	500	0.308	154	0.4	0.4	10.514	B
B-A	21	5	216	0.097	21	0.1	0.1	19.878	C
C-AB	721	180	879	0.821	718	6.3	7.0	25.544	D
C-A	81	20			81				
A-B	61	15			61				
A-C	596	149			596				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	535	0.235	126	0.4	0.3	8.909	A
B-A	17	4	288	0.059	17	0.1	0.1	14.392	B
C-AB	487	122	831	0.586	505	7.0	2.4	12.532	B
C-A	169	42			169				
A-B	49	12			49				
A-C	486	122			486				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	559	0.188	106	0.3	0.2	8.022	A
B-A	14	4	344	0.042	14	0.1	0.0	11.804	B
C-AB	350	87	789	0.443	354	2.4	1.3	8.867	A
C-A	199	50			199				
A-B	41	10			41				
A-C	407	102			407				

2027 CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2027 CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	566	100.000
B		ONE HOUR	✓	360	100.000
C		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	540
	B	40	0	320
	C	445	141	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.72	26.41	2.5	D	294	440
B-A	0.24	27.13	0.3	D	37	55
C-AB	0.44	8.14	1.4	A	273	409
C-A					265	397
A-B					24	36
A-C					496	743

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	556	0.434	238	0.0	0.8	11.341	B
B-A	30	8	360	0.084	30	0.0	0.1	11.763	B
C-AB	188	47	769	0.245	186	0.0	0.5	6.467	A
C-A	253	63			253				
A-B	20	5			20				
A-C	407	102			407				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	288	72	529	0.543	286	0.8	1.2	14.843	B
B-A	36	9	295	0.122	36	0.1	0.1	14.995	B
C-AB	255	64	799	0.319	254	0.5	0.8	6.941	A
C-A	272	68			272				
A-B	23	6			23				
A-C	485	121			485				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	88	489	0.720	347	1.2	2.4	24.829	C
B-A	44	11	192	0.230	43	0.1	0.3	26.109	D
C-AB	374	93	843	0.443	371	0.8	1.4	8.042	A
C-A	272	68			272				
A-B	29	7			29				
A-C	595	149			595				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	88	488	0.721	352	2.4	2.5	26.407	D
B-A	44	11	187	0.235	44	0.3	0.3	27.135	D
C-AB	375	94	845	0.444	375	1.4	1.4	8.136	A
C-A	270	68			270				
A-B	29	7			29				
A-C	595	149			595				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	288	72	529	0.544	293	2.5	1.2	15.708	C
B-A	36	9	290	0.124	37	0.3	0.2	15.381	C
C-AB	257	64	801	0.320	259	1.4	0.8	7.045	A
C-A	270	68			270				
A-B	23	6			23				
A-C	485	121			485				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	555	0.434	243	1.2	0.8	11.701	B
B-A	30	8	357	0.084	30	0.2	0.1	11.905	B
C-AB	189	47	770	0.246	191	0.8	0.5	6.550	A
C-A	252	63			252				
A-B	20	5			20				
A-C	407	102			407				

2027 CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		16.49	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.49	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2027 CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	621	100.000
B		ONE HOUR	✓	166	100.000
C		ONE HOUR	✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	564
	B	20	0	146
	C	503	256	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.33	11.01	0.5	B	134	201
B-A	0.11	22.13	0.1	C	18	28
C-AB	0.89	38.48	10.7	E	559	839
C-A					137	206
A-B					52	78
A-C					518	776

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	27	554	0.198	109	0.0	0.2	8.147	A
B-A	15	4	336	0.045	15	0.0	0.1	12.114	B
C-AB	369	92	792	0.467	364	0.0	1.4	8.800	A
C-A	202	50			202				
A-B	43	11			43				
A-C	425	106			425				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	529	0.248	131	0.2	0.3	9.128	A
B-A	18	4	280	0.064	18	0.1	0.1	14.822	B
C-AB	512	128	829	0.618	507	1.4	2.5	11.825	B
C-A	170	43			170				
A-B	51	13			51				
A-C	507	127			507				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	40	492	0.327	160	0.3	0.5	10.949	B
B-A	22	6	204	0.108	22	0.1	0.1	21.327	C
C-AB	773	193	883	0.875	747	2.5	8.9	27.791	D
C-A	63	16			63				
A-B	63	16			63				
A-C	621	155			621				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	40	491	0.327	161	0.5	0.5	11.011	B
B-A	22	6	198	0.111	22	0.1	0.1	22.135	C
C-AB	794	198	895	0.887	787	8.9	10.7	38.480	E
C-A	42	10			42				
A-B	63	16			63				
A-C	621	155			621				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	528	0.248	132	0.5	0.3	9.184	A
B-A	18	4	271	0.066	18	0.1	0.1	15.409	C
C-AB	532	133	847	0.629	563	10.7	3.0	15.231	C
C-A	150	37			150				
A-B	51	13			51				
A-C	507	127			507				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	27	554	0.198	110	0.3	0.3	8.199	A
B-A	15	4	332	0.045	15	0.1	0.1	12.265	B
C-AB	375	94	797	0.471	381	3.0	1.5	9.329	A
C-A	196	49			196				
A-B	43	11			43				
A-C	425	106			425				

2027 + Development CF, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.23	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.23	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2027 + Development CF	AM	Covid Factor	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	566	100.000
B		ONE HOUR	✓	386	100.000
C		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	540
	B	40	0	346
	C	445	155	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.78	33.49	3.4	D	317	476
B-A	0.28	35.01	0.4	E	37	55
C-AB	0.49	8.85	1.7	A	300	450
C-A					250	376
A-B					24	36
A-C					496	743

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	260	65	555	0.469	257	0.0	0.9	12.054	B
B-A	30	8	348	0.086	30	0.0	0.1	12.185	B
C-AB	207	52	769	0.269	204	0.0	0.6	6.677	A
C-A	245	61			245				
A-B	20	5			20				
A-C	407	102			407				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	311	78	529	0.588	309	0.9	1.4	16.386	C
B-A	36	9	277	0.130	36	0.1	0.2	16.116	C
C-AB	281	70	800	0.351	279	0.6	0.9	7.278	A
C-A	259	65			259				
A-B	23	6			23				
A-C	485	121			485				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	488	0.781	374	1.4	3.1	30.231	D
B-A	44	11	162	0.272	43	0.2	0.4	32.462	D
C-AB	411	103	844	0.487	408	0.9	1.7	8.721	A
C-A	250	62			250				
A-B	29	7			29				
A-C	595	149			595				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	487	0.783	380	3.1	3.4	33.487	D
B-A	44	11	155	0.285	44	0.4	0.4	35.011	E
C-AB	413	103	845	0.488	412	1.7	1.7	8.854	A
C-A	248	62			248				
A-B	29	7			29				
A-C	595	149			595				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	311	78	528	0.589	318	3.4	1.5	17.927	C
B-A	36	9	269	0.133	37	0.4	0.2	16.788	C
C-AB	282	71	802	0.352	285	1.7	1.0	7.416	A
C-A	257	64			257				
A-B	23	6			23				
A-C	485	121			485				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	260	65	555	0.469	263	1.5	0.9	12.548	B
B-A	30	8	345	0.087	30	0.2	0.1	12.375	B
C-AB	208	52	771	0.270	210	1.0	0.6	6.774	A
C-A	243	61			243				
A-B	20	5			20				
A-C	407	102			407				

2027 + Development CF, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		33.34	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.34	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2027 + Development CF	PM	Covid Factor	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	621	100.000
B		ONE HOUR	✓	180	100.000
C		ONE HOUR	✓	784	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	564
	B	20	0	160
	C	503	281	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	3	4
	B	8	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.36	11.62	0.6	B	147	220
B-A	0.12	24.76	0.1	C	18	28
C-AB	0.97	75.13	20.0	F	617	925
C-A					103	154
A-B					52	78
A-C					518	776

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	554	0.217	119	0.0	0.3	8.343	A
B-A	15	4	327	0.046	15	0.0	0.1	12.435	B
C-AB	406	101	792	0.512	399	0.0	1.6	9.574	A
C-A	185	46			185				
A-B	43	11			43				
A-C	425	106			425				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	529	0.272	143	0.3	0.4	9.432	A
B-A	18	4	270	0.067	18	0.1	0.1	15.429	C
C-AB	562	141	829	0.678	556	1.6	3.2	13.920	B
C-A	143	36			143				
A-B	51	13			51				
A-C	507	127			507				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	490	0.359	175	0.4	0.6	11.516	B
B-A	22	6	190	0.116	22	0.1	0.1	23.020	C
C-AB	850	213	884	0.962	804	3.2	14.8	43.867	E
C-A	13	3			13				
A-B	63	16			63				
A-C	621	155			621				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	489	0.360	176	0.6	0.6	11.620	B
B-A	22	6	179	0.123	22	0.1	0.1	24.761	C
C-AB	863	216	892	0.968	842	14.8	20.0	75.131	F
C-A	0	0			0				
A-B	63	16			63				
A-C	621	155			621				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	528	0.273	145	0.6	0.4	9.512	A
B-A	18	4	251	0.072	18	0.1	0.1	16.712	C
C-AB	606	151	864	0.701	669	20.0	4.2	26.841	D
C-A	99	25			99				
A-B	51	13			51				
A-C	507	127			507				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	554	0.218	121	0.4	0.3	8.406	A
B-A	15	4	323	0.047	15	0.1	0.1	12.650	B
C-AB	413	103	799	0.518	423	4.2	1.7	10.464	B
C-A	177	44			177				
A-B	43	11			43				
A-C	425	106			425				

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	Fosse Way_High Street, Syston
Additional detail:	
File name:	Fosse Way_High Street_RevD.lsg3x
Author:	
Company:	David Tucker Associates
Address:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
A		-	5	5
B	-		-	7
C	5	-		7
D	7	7	5	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		5	7
2	5		7
3	7	X	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C
3	D

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Fosse Way (south))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Fosse Way (south))	O	B C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	16.00
2/1 (Fosse Way (north))	U	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	17.00
3/1 (High Street)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Left	15.00
											Arm 5 Right	21.00
4/1 (Fosse Way (south))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Fosse Way (north))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2022 Base AM Peak' (FG1: '2022 Base AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	24.7 %	1817	1817
				Arm 6 Right	16.00	75.3 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	50.5 %	1902	1902
				Arm 6 Left	17.00	49.5 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	69.4 %	1773	1773
				Arm 5 Right	21.00	30.6 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Base PM Peak' (FG2: '2022 Base PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	3.6 %	1784	1784
				Arm 6 Right	16.00	96.4 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	54.5 %	1908	1908
				Arm 6 Left	17.00	45.5 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	65.6 %	1775	1775
				Arm 5 Right	21.00	34.4 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Base AM Peak' (FG3: '2027 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	24.6 %	1817	1817
				Arm 6 Right	16.00	75.4 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	50.4 %	1902	1902
				Arm 6 Left	17.00	49.6 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	69.5 %	1773	1773
				Arm 5 Right	21.00	30.5 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Base PM Peak' (FG4: '2027 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	27.9 %	1822	1822
				Arm 6 Right	16.00	72.1 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	54.6 %	1909	1909
				Arm 6 Left	17.00	45.4 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	65.7 %	1775	1775
				Arm 5 Right	21.00	34.3 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 Base + Dev AM Peak' (FG5: '2027 + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	24.1 %	1816	1816
				Arm 6 Right	16.00	75.9 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	50.1 %	1901	1901
				Arm 6 Left	17.00	49.9 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	70.7 %	1773	1773
				Arm 5 Right	21.00	29.3 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 Base + Dev PM Peak' (FG6: '2027+ Dev PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fosse Way (south))	3.30	0.00	Y	Arm 5 Ahead	Inf	26.8 %	1820	1820
				Arm 6 Right	16.00	73.2 %		
2/1 (Fosse Way (north))	3.70	0.00	Y	Arm 4 Ahead	Inf	54.1 %	1908	1908
				Arm 6 Left	17.00	45.9 %		
3/1 (High Street)	3.20	0.00	Y	Arm 4 Left	15.00	66.2 %	1775	1775
				Arm 5 Right	21.00	33.8 %		
4/1 (Fosse Way (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Fosse Way (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (High Street Lane 1)	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM Peak'	08:00	09:00	01:00	
2: '2022 Base PM Peak'	17:00	18:00	01:00	
3: '2027 AM Peak'	08:00	09:00	01:00	
4: '2027 PM Peak'	17:00	18:00	01:00	
5: '2027 + Dev AM Peak'	08:00	09:00	01:00	
6: '2027+ Dev PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2022 Base AM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	164	167	331
	B	132	0	299	431
	C	130	396	0	526
	Tot.	262	560	466	1288

FG2: '2022 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	188	345
	B	195	0	372	567
	C	15	407	0	422
	Tot.	210	564	560	1334

FG3: '2027 AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	174	345
	B	137	0	312	449
	C	135	413	0	548
	Tot.	272	584	486	1342

FG4: '2027 PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	163	196	359
	B	203	0	388	591
	C	164	424	0	588
	Tot.	367	587	584	1538

FG5: '2027 + Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	173	174	347
	B	140	0	338	478
	C	135	426	0	561
	Tot.	275	599	512	1386

FG6: '2027+ Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	166	196	362
	B	205	0	402	607
	C	164	448	0	612
	Tot.	369	614	598	1581

Stage Timings

Scenario 1: '2022 Base AM Peak' (FG1: '2022 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	29	32	40
Change Point	0	36	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.3%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	66	32	526	1817	738	71.3%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	29	-	331	1902	475	69.6%
3/1	High Street Left Right	U	N/A	N/A	D		1	40	-	431	1773	606	71.1%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**99**	**291**	**7**	**11.8**	**3.6**	**0.4**	**15.8**	-	-	-	-
Unnamed Junction	-	-	**99**	**291**	**7**	**11.8**	**3.6**	**0.4**	**15.8**	-	-	-	-
1/1	526	526	99	291	7	3.9	1.2	0.4	5.6	38.2	14.6	1.2	15.8
2/1	331	331	-	-	-	3.8	1.1	-	4.9	53.1	9.9	1.1	11.1
3/1	431	431	-	-	-	4.1	1.2	-	5.3	44.5	12.5	1.2	13.7
4/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 15.80 Cycle Time (s): 120
PRC Over All Lanes (%): 26.3 Total Delay Over All Lanes(pcuHr): 15.80

Stage Timings

Scenario 2: '2022 Base PM Peak' (FG2: '2022 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	33	20	48
Change Point	0	40	65

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	58	20	422	1784	542	77.9%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	33	-	345	1908	541	63.8%
3/1	High Street Left Right	U	N/A	N/A	D		1	48	-	567	1775	725	78.2%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**133**	**267**	**7**	**12.4**	**4.3**	**0.6**	**17.4**	-	-	-	-
Unnamed Junction	-	-	**133**	**267**	**7**	**12.4**	**4.3**	**0.6**	**17.4**	-	-	-	-
1/1	422	422	133	267	7	4.0	1.7	0.6	6.3	53.4	12.8	1.7	14.5
2/1	345	345	-	-	-	3.6	0.9	-	4.5	46.7	10.0	0.9	10.8
3/1	567	567	-	-	-	4.9	1.8	-	6.6	42.0	16.4	1.8	18.1
4/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 17.36 Cycle Time (s): 120
PRC Over All Lanes (%): 15.0 Total Delay Over All Lanes(pcuHr): 17.36

Stage Timings

Scenario 3: '2027 Base AM Peak' (FG3: '2027 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	28	33	40
Change Point	0	35	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.6%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.6%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	66	33	548	1817	724	75.6%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	28	-	345	1902	460	75.1%
3/1	High Street Left Right	U	N/A	N/A	D		1	40	-	449	1773	606	74.1%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**77**	**329**	**7**	**12.7**	**4.4**	**0.4**	**17.5**	-	-	-	-
Unnamed Junction	-	-	**77**	**329**	**7**	**12.7**	**4.4**	**0.4**	**17.5**	-	-	-	-
1/1	548	548	77	329	7	4.3	1.5	0.4	6.3	41.1	15.7	1.5	17.2
2/1	345	345	-	-	-	4.0	1.5	-	5.5	57.5	10.6	1.5	12.1
3/1	449	449	-	-	-	4.3	1.4	-	5.8	46.1	13.1	1.4	14.5
4/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 19.0 Total Delay for Signalled Lanes (pcuHr): 17.51 Cycle Time (s): 120
PRC Over All Lanes (%): 19.0 Total Delay Over All Lanes(pcuHr): 17.51

Stage Timings

Scenario 4: '2027 Base PM Peak' (FG4: '2027 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	32	25	44
Change Point	0	39	69

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	62	25	588	1822	659	89.2%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	32	-	359	1909	525	68.4%
3/1	High Street Left Right	U	N/A	N/A	D		1	44	-	591	1775	666	88.8%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**111**	**306**	**7**	**15.0**	**8.4**	**0.5**	**23.9**	-	-	-	-
Unnamed Junction	-	-	**111**	**306**	**7**	**15.0**	**8.4**	**0.5**	**23.9**	-	-	-	-
1/1	588	588	111	306	7	5.4	3.7	0.5	9.6	58.8	18.5	3.7	22.2
2/1	359	359	-	-	-	3.9	1.1	-	4.9	49.6	10.7	1.1	11.7
3/1	591	591	-	-	-	5.8	3.6	-	9.4	57.1	18.4	3.6	22.0
4/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 23.93 Cycle Time (s): 120
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 23.93

Stage Timings

Scenario 5: '2027 Base + Dev AM Peak' (FG5: '2027 + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	38	23	40
Change Point	0	45	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	66	23	561	1816	713	78.7%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	38	-	347	1901	618	56.2%
3/1	High Street Left Right	U	N/A	N/A	D		1	40	-	478	1773	606	78.9%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**184**	**235**	**7**	**12.4**	**4.3**	**0.5**	**17.2**	-	-	-	-
Unnamed Junction	-	-	**184**	**235**	**7**	**12.4**	**4.3**	**0.5**	**17.2**	-	-	-	-
1/1	561	561	184	235	7	4.4	1.8	0.5	6.8	43.4	16.4	1.8	18.2
2/1	347	347	-	-	-	3.2	0.6	-	3.9	40.1	9.5	0.6	10.2
3/1	478	478	-	-	-	4.7	1.8	-	6.5	49.3	14.3	1.8	16.2
4/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.1 Total Delay for Signalled Lanes (pcuHr): 17.16 Cycle Time (s): 120
PRC Over All Lanes (%): 14.1 Total Delay Over All Lanes(pcuHr): 17.16

Stage Timings

Scenario 6: '2027 Base + Dev PM Peak' (FG6: '2027+ Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	51	7	43
Change Point	0	58	70

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
1/1	Fosse Way (south) Ahead Right	O	N/A	N/A	B	C	1	63	7	612	1820	658	92.9%
2/1	Fosse Way (north) Ahead Left	U	N/A	N/A	A		1	51	-	362	1908	827	43.8%
3/1	High Street Left Right	U	N/A	N/A	D		1	43	-	607	1775	651	93.3%
4/1	Fosse Way (south)	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
5/1	Fosse Way (north)	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
6/1	High Street	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**313**	**127**	**7**	**13.9**	**11.3**	**0.7**	**25.8**	-	-	-	-
Unnamed Junction	-	-	**313**	**127**	**7**	**13.9**	**11.3**	**0.7**	**25.8**	-	-	-	-
1/1	612	612	313	127	7	5.4	5.4	0.7	11.4	66.9	19.6	5.4	24.9
2/1	362	362	-	-	-	2.4	0.4	-	2.8	27.6	8.3	0.4	8.7
3/1	607	607	-	-	-	6.2	5.5	-	11.7	69.4	19.4	5.5	24.9
4/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.6 PRC Over All Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 25.84 Total Delay Over All Lanes(pcuHr): 25.84 Cycle Time (s): 120

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Barkby - SIte Access Roundabout.j10
Path: P:\20000's\20060
Report generation date: 13/12/2022 15:49:25

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	2027 + Dev													
B - Northern SIte Access	D5	0.1	3.85	0.10	A	3.82	185 % [A - Barkby Road (W)]	D6	0.1	3.57	0.06	A	4.01	175 % [C - Barkby Road (E)]
C - Barkby Road (E)		0.2	3.58	0.20	A				0.4	4.11	0.29	A		
D - Southern Site Access		0.2	3.49	0.17	A				0.1	3.29	0.10	A		
A - Barkby Road (W)		0.4	4.17	0.29	A				0.4	4.22	0.30	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

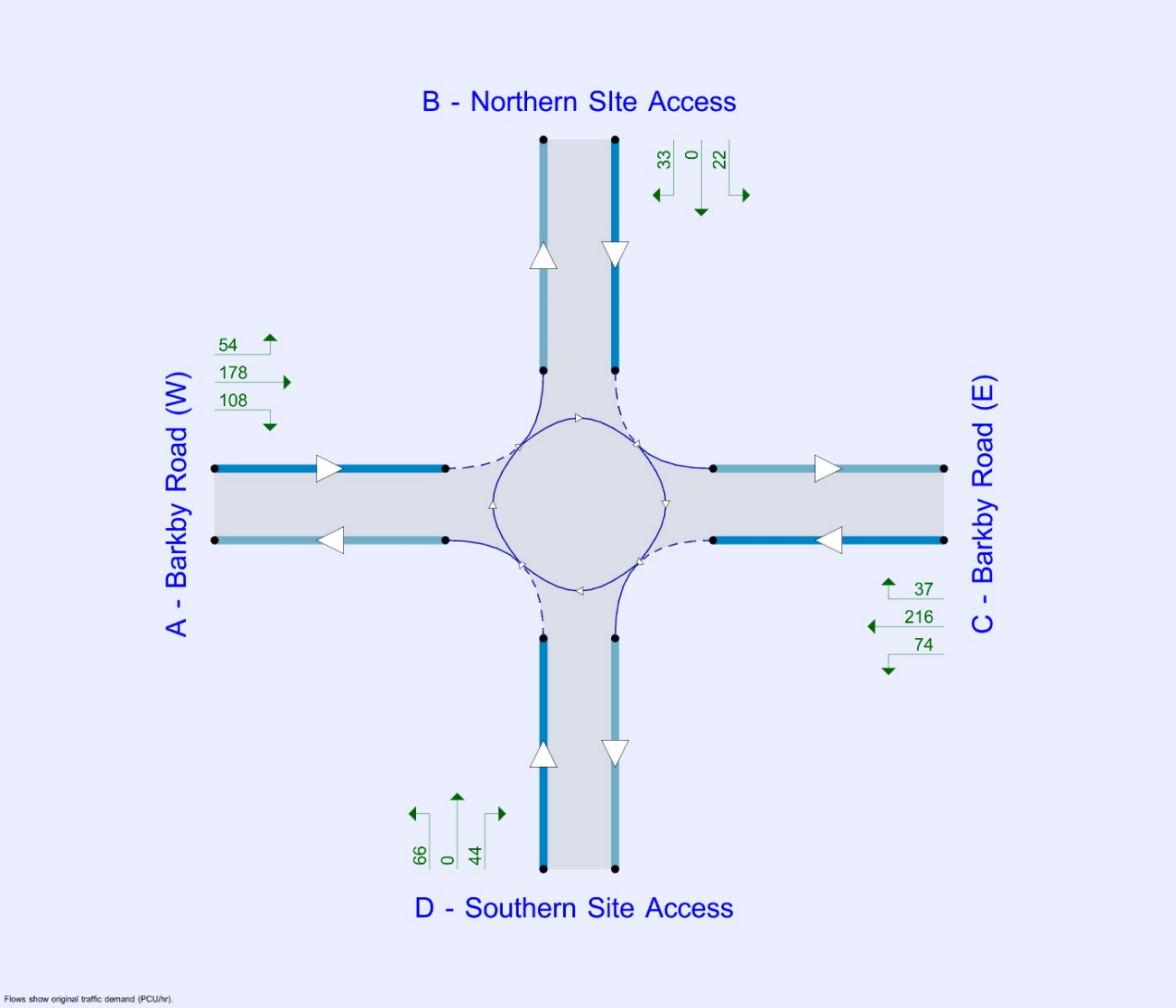
File summary

File Description

Title	
Location	
Site number	
Date	17/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 + Dev, 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	untitled	Standard Roundabout		B, C, D, A	3.82	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	185	A - Barkby Road (W)	3.82	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Barkby Road (W)		
B	Northern SIte Access		
C	Barkby Road (E)		
D	Southern Site Access		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Barkby Road (W)	3.20	5.20	4.7	25.0	25.0	20.0		
B - Northern SIte Access	3.00	5.50	6.0	30.0	34.0	24.0		
C - Barkby Road (E)	3.50	5.20	4.0	20.0	34.0	19.0		
D - Southern Site Access	3.00	4.60	25.0	25.0	34.0	11.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Barkby Road (W)	0.589	1281
B - Northern SIte Access	0.579	1279
C - Barkby Road (E)	0.589	1328
D - Southern Site Access	0.618	1411

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (W)		ONE HOUR	✓	321	100.000
B - Northern Site Access		ONE HOUR	✓	98	100.000
C - Barkby Road (E)		ONE HOUR	✓	224	100.000
D - Southern Site Access		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		B - Northern Site Access	C - Barkby Road (E)	D - Southern Site Access	A - Barkby Road (W)
From	B - Northern Site Access	0	40	0	58
	C - Barkby Road (E)	20	0	40	164
	D - Southern Site Access	0	80	0	116
	A - Barkby Road (W)	29	234	58	0

Vehicle Mix

HV %s

		To			
		B - Northern Site Access	C - Barkby Road (E)	D - Southern Site Access	A - Barkby Road (W)
From	B - Northern Site Access	0	0	1	0
	C - Barkby Road (E)	0	0	0	0
	D - Southern Site Access	0	0	0	0
	A - Barkby Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barkby Road (W)	0.29	4.17	0.4	A	295	442
B - Northern Site Access	0.10	3.85	0.1	A	90	135
C - Barkby Road (E)	0.20	3.58	0.2	A	206	308
D - Southern Site Access	0.17	3.49	0.2	A	180	270

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	242	60	75	1237	0.195	241	254	0.0	0.2	3.612	A
B - Northern Site Access	74	18	279	1118	0.066	73	37	0.0	0.1	3.447	A
C - Barkby Road (E)	169	42	87	1276	0.132	168	265	0.0	0.2	3.246	A
D - Southern Site Access	148	37	182	1299	0.114	147	73	0.0	0.1	3.124	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	289	72	90	1228	0.235	288	304	0.2	0.3	3.832	A
B - Northern SIte Access	88	22	334	1086	0.081	88	44	0.1	0.1	3.606	A
C - Barkby Road (E)	201	50	104	1266	0.159	201	318	0.2	0.2	3.380	A
D - Southern Site Access	176	44	217	1276	0.138	176	88	0.1	0.2	3.271	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	353	88	110	1216	0.291	353	372	0.3	0.4	4.170	A
B - Northern SIte Access	108	27	409	1043	0.104	108	54	0.1	0.1	3.851	A
C - Barkby Road (E)	247	62	128	1252	0.197	246	389	0.2	0.2	3.578	A
D - Southern Site Access	216	54	266	1246	0.173	216	108	0.2	0.2	3.492	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	353	88	110	1216	0.291	353	372	0.4	0.4	4.174	A
B - Northern SIte Access	108	27	410	1042	0.104	108	54	0.1	0.1	3.852	A
C - Barkby Road (E)	247	62	128	1252	0.197	247	390	0.2	0.2	3.578	A
D - Southern Site Access	216	54	266	1246	0.173	216	108	0.2	0.2	3.493	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	289	72	90	1228	0.235	289	304	0.4	0.3	3.838	A
B - Northern SIte Access	88	22	335	1086	0.081	88	44	0.1	0.1	3.609	A
C - Barkby Road (E)	201	50	104	1266	0.159	202	319	0.2	0.2	3.384	A
D - Southern Site Access	176	44	218	1276	0.138	176	88	0.2	0.2	3.275	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	242	60	75	1236	0.195	242	255	0.3	0.2	3.620	A
B - Northern SIte Access	74	18	280	1117	0.066	74	37	0.1	0.1	3.452	A
C - Barkby Road (E)	169	42	87	1276	0.132	169	267	0.2	0.2	3.253	A
D - Southern Site Access	148	37	182	1298	0.114	148	74	0.2	0.1	3.131	A

2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.01	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	175	C - Barkby Road (E)	4.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Barkby Road (W)		ONE HOUR	✓	340	100.000
B - Northern SIte Access		ONE HOUR	✓	55	100.000
C - Barkby Road (E)		ONE HOUR	✓	327	100.000
D - Southern Site Access		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		B - Northern SIte Access	C - Barkby Road (E)	D - Southern Site Access	A - Barkby Road (W)
From	B - Northern SIte Access	0	22	0	33
	C - Barkby Road (E)	37	0	74	216
	D - Southern Site Access	0	44	0	66
	A - Barkby Road (W)	54	178	108	0

Vehicle Mix

HV %s

		To			
		B - Northern SIte Access	C - Barkby Road (E)	D - Southern Site Access	A - Barkby Road (W)
From	B - Northern SIte Access	0	0	0	0
	C - Barkby Road (E)	0	0	0	0
	D - Southern Site Access	0	0	0	0
	A - Barkby Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barkby Road (W)	0.30	4.22	0.4	A	312	468
B - Northern SIte Access	0.06	3.57	0.1	A	50	76
C - Barkby Road (E)	0.29	4.11	0.4	A	300	450
D - Southern Site Access	0.10	3.29	0.1	A	101	151

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	256	64	61	1245	0.206	255	236	0.0	0.3	3.633	A
B - Northern SIte Access	41	10	247	1136	0.036	41	68	0.0	0.0	3.287	A
C - Barkby Road (E)	246	62	106	1265	0.195	245	183	0.0	0.2	3.526	A
D - Southern Site Access	83	21	214	1278	0.065	83	136	0.0	0.1	3.010	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	306	76	73	1238	0.247	305	283	0.3	0.3	3.860	A
B - Northern SIte Access	49	12	296	1108	0.045	49	82	0.0	0.0	3.400	A
C - Barkby Road (E)	294	73	127	1253	0.235	294	219	0.2	0.3	3.752	A
D - Southern Site Access	99	25	257	1252	0.079	99	163	0.1	0.1	3.121	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	374	94	89	1228	0.305	374	346	0.3	0.4	4.212	A
B - Northern SIte Access	61	15	363	1069	0.057	61	100	0.0	0.1	3.567	A
C - Barkby Road (E)	360	90	155	1236	0.291	360	268	0.3	0.4	4.105	A
D - Southern Site Access	121	30	315	1216	0.100	121	200	0.1	0.1	3.285	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	374	94	89	1228	0.305	374	347	0.4	0.4	4.216	A
B - Northern SIte Access	61	15	363	1069	0.057	61	100	0.1	0.1	3.568	A
C - Barkby Road (E)	360	90	155	1236	0.291	360	269	0.4	0.4	4.108	A
D - Southern Site Access	121	30	315	1216	0.100	121	200	0.1	0.1	3.286	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	306	76	73	1238	0.247	306	284	0.4	0.3	3.865	A
B - Northern SIte Access	49	12	297	1107	0.045	49	82	0.1	0.0	3.402	A
C - Barkby Road (E)	294	73	127	1253	0.235	294	220	0.4	0.3	3.756	A
D - Southern Site Access	99	25	257	1252	0.079	99	164	0.1	0.1	3.122	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barkby Road (W)	256	64	61	1245	0.206	256	237	0.3	0.3	3.644	A
B - Northern SIte Access	41	10	249	1135	0.036	41	69	0.0	0.0	3.292	A
C - Barkby Road (E)	246	62	106	1265	0.195	246	184	0.3	0.2	3.537	A
D - Southern Site Access	83	21	216	1278	0.065	83	137	0.1	0.1	3.015	A