

## Appendix L Local Junction Modelling Outputs

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: Hewitts Roundabout\_Base.j9

Path: J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\ARCADY\Hewitts Roundabout

Report generation date: 19/08/2019 10:40:14

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB + Dev, AM Peak
- » Existing layout - 2035 FB + Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
A - A224 Orpington BP	0.7	6.18	0.40	A	0.6	4.27	0.37	A
B - Wheatsheaf Hill	1.4	46.03	0.58	E	0.3	11.85	0.21	B
C - A21 Sevenoaks Rd	0.6	2.42	0.37	A	1.0	2.78	0.49	A
D - A224 Court Rd	1.2	4.69	0.53	A	2.5	8.54	0.72	A
E - Hewitts Rd	0.1	8.32	0.11	A	0.3	18.02	0.25	C
F - M25	3.0	4.28	0.74	A	1.2	2.29	0.53	A
<b>Existing layout - 2035 FB</b>								
A - A224 Orpington BP	3.0	17.89	0.75	C	2.6	11.52	0.72	B
B - Wheatsheaf Hill	64.2	1667.58	999999999.00	F	0.5	18.76	0.32	C
C - A21 Sevenoaks Rd	0.8	2.89	0.44	A	1.4	3.44	0.58	A
D - A224 Court Rd	2.0	6.92	0.66	A	57.9	145.43	1.08	F
E - Hewitts Rd	0.2	12.72	0.19	B	14.6	585.37	1.64	F
F - M25	11.8	14.31	0.93	B	1.9	3.08	0.65	A
<b>Existing layout - 2035 FB + Dev</b>								
A - A224 Orpington BP	3.4	19.75	0.77	C	2.2	10.12	0.68	B
B - Wheatsheaf Hill	64.2	1675.74	999999999.00	F	0.4	17.27	0.30	C
C - A21 Sevenoaks Rd	0.8	2.91	0.44	A	1.3	3.35	0.57	A
D - A224 Court Rd	2.1	7.01	0.66	A	51.2	128.73	1.06	F
E - Hewitts Rd	0.2	12.89	0.19	B	10.6	430.55	1.34	F
F - M25	9.9	12.09	0.91	B	1.9	3.13	0.65	A

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

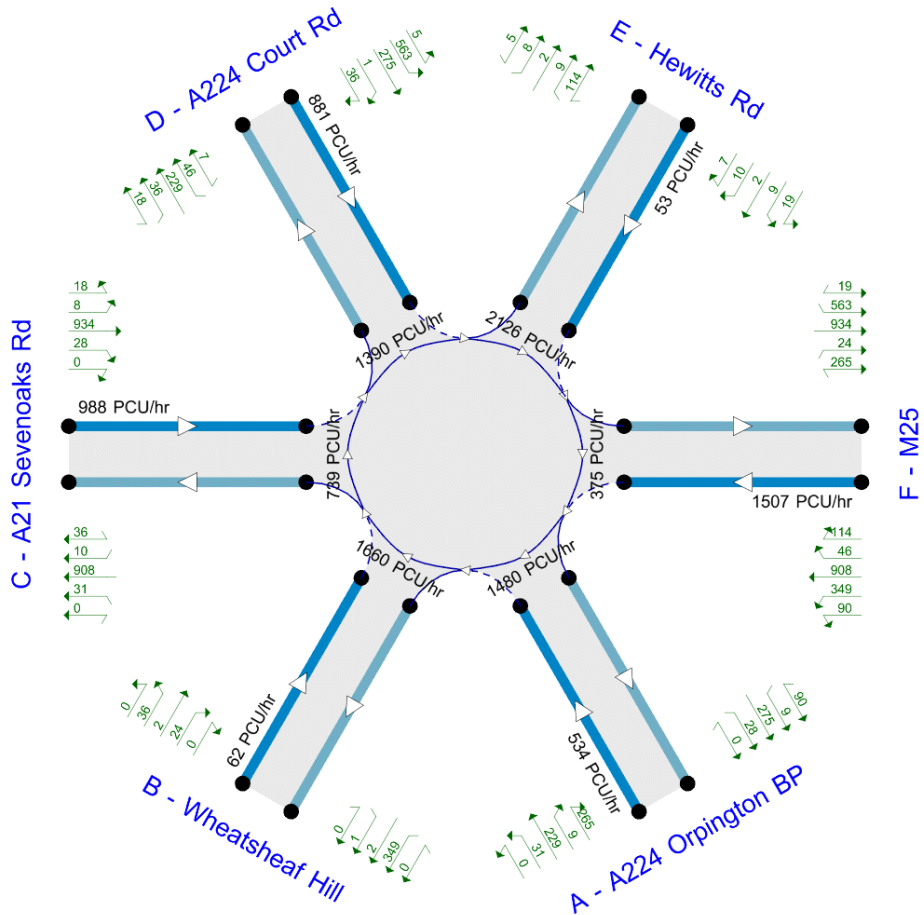
**File summary**

**File Description**

<b>Title</b>	Hewitts roundabout
<b>Location</b>	Sevenoaks
<b>Site number</b>	1
<b>Date</b>	29/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	

**Units**

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



Flows show modelled flow through junction (PCU/hr).  
Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing layout	100.000

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	5.17	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	A224 Orpington BP	
B	Wheatsheaf Hill	
C	A21 Sevenoaks Rd	
D	A224 Court Rd	
E	Hewitts Rd	
F	M25	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A224 Orpington BP	4.80	11.32	10.5	77.2	122.0	8.0	
B - Wheatsheaf Hill	2.71	6.53	6.0	21.3	122.0	16.0	
C - A21 Sevenoaks Rd	9.51	13.75	6.9	15.4	122.0	31.0	
D - A224 Court Rd	4.33	11.02	17.0	56.2	122.0	24.0	
E - Hewitts Rd	2.00	6.90	10.3	78.8	122.0	10.0	
F - M25	9.86	15.14	8.6	48.6	122.0	19.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A224 Orpington BP	0.561	2354
B - Wheatsheaf Hill	0.396	1264
C - A21 Sevenoaks Rd	0.658	3255
D - A224 Court Rd	0.544	2325
E - Hewitts Rd	0.416	1321
F - M25	0.746	3763

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	369	100.000
B - Wheatsheaf Hill		✓	103	100.000
C - A21 Sevenoaks Rd		✓	830	100.000
D - A224 Court Rd		✓	836	100.000
E - Hewitts Rd		✓	53	100.000
F - M25		✓	2318	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To						
	A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25	
A - A224 Orpington BP	0	3	39	214	7	106	
B - Wheatsheaf Hill	1	0	2	49	2	49	
C - A21 Sevenoaks Rd	35	1	0	29	9	756	
D - A224 Court Rd	265	7	47	0	9	508	
E - Hewitts Rd	13	1	11	9	9	10	
F - M25	237	72	1381	602	26	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To						
	A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25	
A - A224 Orpington BP	0	5	5	5	5	5	
B - Wheatsheaf Hill	5	0	5	5	5	5	
C - A21 Sevenoaks Rd	5	5	0	5	5	5	
D - A224 Court Rd	5	5	5	0	5	5	
E - Hewitts Rd	5	5	5	5	0	5	
F - M25	5	5	5	5	5	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.40	6.18	0.7	A
B - Wheatsheaf Hill	0.58	46.03	1.4	E
C - A21 Sevenoaks Rd	0.37	2.42	0.6	A
D - A224 Court Rd	0.53	4.69	1.2	A
E - Hewitts Rd	0.11	8.32	0.1	A
F - M25	0.74	4.28	3.0	A



# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	4.40	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	459	100.000
B - Wheatsheaf Hill		✓	73	100.000
C - A21 Sevenoaks Rd		✓	1149	100.000
D - A224 Court Rd		✓	982	100.000
E - Hewitts Rd		✓	60	100.000
F - M25		✓	1661	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	0	38	238	7	176
	B - Wheatsheaf Hill	0	0	0	42	3	28
	C - A21 Sevenoaks Rd	30	0	0	21	9	1089
	D - A224 Court Rd	273	2	42	0	7	658
	E - Hewitts Rd	8	3	11	8	8	22
	F - M25	133	54	1057	407	10	0

## Vehicle Mix



### Heavy Vehicle Percentages

		To					
From		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
	A - A224 Orpington BP	0	2	2	2	2	2
	B - Wheatsheaf Hill	2	0	2	2	2	2
	C - A21 Sevenoaks Rd	2	2	0	2	2	2
	D - A224 Court Rd	2	2	2	0	2	2
	E - Hewitts Rd	2	2	2	2	0	2
	F - M25	2	2	2	5	2	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.37	4.27	0.6	A
B - Wheatsheaf Hill	0.21	11.85	0.3	B
C - A21 Sevenoaks Rd	0.49	2.78	1.0	A
D - A224 Court Rd	0.72	8.54	2.5	A
E - Hewitts Rd	0.25	18.02	0.3	C
F - M25	0.53	2.29	1.2	A

# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	46.02	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	565	100.000
B - Wheatsheaf Hill		✓	115	100.000
C - A21 Sevenoaks Rd		✓	942	100.000
D - A224 Court Rd		✓	966	100.000
E - Hewitts Rd		✓	63	100.000
F - M25		✓	2842	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	3	44	272	10	236
	B - Wheatsheaf Hill	1	0	2	55	2	55
	C - A21 Sevenoaks Rd	35	1	0	33	10	863
	D - A224 Court Rd	315	8	53	0	10	580
	E - Hewitts Rd	18	1	13	10	10	11
	F - M25	467	82	1576	687	30	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
From		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
	A - A224 Orpington BP	0	5	5	5	5	5
	B - Wheatsheaf Hill	5	0	5	5	5	5
	C - A21 Sevenoaks Rd	5	5	0	5	5	5
	D - A224 Court Rd	5	5	5	0	5	5
	E - Hewitts Rd	5	5	5	5	0	5
	F - M25	5	5	5	5	5	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.75	17.89	3.0	C
B - Wheatsheaf Hill	999999999.00	1667.58	64.2	F
C - A21 Sevenoaks Rd	0.44	2.89	0.8	A
D - A224 Court Rd	0.66	6.92	2.0	A
E - Hewitts Rd	0.19	12.72	0.2	B
F - M25	0.93	14.31	11.8	B

# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	42.90	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	755	100.000
B - Wheatsheaf Hill		✓	83	100.000
C - A21 Sevenoaks Rd		✓	1315	100.000
D - A224 Court Rd		✓	1166	100.000
E - Hewitts Rd		✓	70	100.000
F - M25		✓	2008	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	0	40	301	12	402
	B - Wheatsheaf Hill	0	0	0	48	3	32
	C - A21 Sevenoaks Rd	37	0	0	24	10	1244
	D - A224 Court Rd	357	2	48	0	7	752
	E - Hewitts Rd	11	3	13	9	9	25
	F - M25	122	465	1208	61	152	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
From		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
	A - A224 Orpington BP	0	2	2	2	2	2
	B - Wheatsheaf Hill	2	0	2	2	2	2
	C - A21 Sevenoaks Rd	2	2	0	2	2	2
	D - A224 Court Rd	2	2	2	0	2	2
	E - Hewitts Rd	2	2	2	2	0	2
	F - M25	2	2	2	5	2	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.72	11.52	2.6	B
B - Wheatsheaf Hill	0.32	18.76	0.5	C
C - A21 Sevenoaks Rd	0.58	3.44	1.4	A
D - A224 Court Rd	1.08	145.43	57.9	F
E - Hewitts Rd	1.64	585.37	14.6	F
F - M25	0.65	3.08	1.9	A

# Existing layout - 2035 FB + Dev, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	45.44	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	583	100.000
B - Wheatsheaf Hill		✓	115	100.000
C - A21 Sevenoaks Rd		✓	942	100.000
D - A224 Court Rd		✓	971	100.000
E - Hewitts Rd		✓	64	100.000
F - M25		✓	2790	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	4	46	285	11	237
	B - Wheatsheaf Hill	1	0	2	55	2	55
	C - A21 Sevenoaks Rd	35	1	0	33	10	863
	D - A224 Court Rd	320	8	53	0	10	580
	E - Hewitts Rd	19	1	13	10	10	11
	F - M25	415	82	1576	687	30	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	5	5	5	5	5
	B - Wheatsheaf Hill	5	0	5	5	5	5
	C - A21 Sevenoaks Rd	5	5	0	5	5	5
	D - A224 Court Rd	5	5	5	0	5	5
	E - Hewitts Rd	5	5	5	5	0	5
	F - M25	5	5	5	5	5	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.77	19.75	3.4	C
B - Wheatsheaf Hill	999999999.00	1675.74	64.2	F
C - A21 Sevenoaks Rd	0.44	2.91	0.8	A
D - A224 Court Rd	0.66	7.01	2.1	A
E - Hewitts Rd	0.19	12.89	0.2	B
F - M25	0.91	12.09	9.9	B

# Existing layout - 2035 FB + Dev, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Hewitts roundabout	Standard Roundabout	A, B, C, D, E, F	37.55	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Orpington BP		✓	712	100.000
B - Wheatsheaf Hill		✓	83	100.000
C - A21 Sevenoaks Rd		✓	1315	100.000
D - A224 Court Rd		✓	1177	100.000
E - Hewitts Rd		✓	71	100.000
F - M25		✓	2006	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To					
		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
From	A - A224 Orpington BP	0	0	41	306	12	353
	B - Wheatsheaf Hill	0	0	0	48	3	32
	C - A21 Sevenoaks Rd	37	0	0	24	10	1244
	D - A224 Court Rd	368	2	48	0	7	752
	E - Hewitts Rd	12	3	13	9	9	25
	F - M25	120	465	1208	61	152	0

## Vehicle Mix



### Heavy Vehicle Percentages

		To					
From		A - A224 Orpington BP	B - Wheatsheaf Hill	C - A21 Sevenoaks Rd	D - A224 Court Rd	E - Hewitts Rd	F - M25
	A - A224 Orpington BP	0	2	2	2	2	2
	B - Wheatsheaf Hill	2	0	2	2	2	2
	C - A21 Sevenoaks Rd	2	2	0	2	2	2
	D - A224 Court Rd	2	2	2	0	2	2
	E - Hewitts Rd	2	2	2	2	0	2
	F - M25	2	2	2	5	2	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Orpington BP	0.68	10.12	2.2	B
B - Wheatsheaf Hill	0.30	17.27	0.4	C
C - A21 Sevenoaks Rd	0.57	3.35	1.3	A
D - A224 Court Rd	1.06	128.73	51.2	F
E - Hewitts Rd	1.34	430.55	10.6	F
F - M25	0.65	3.13	1.9	A

Junctions 9
ARCADY 9 - Roundabout Module
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**Filename:** Shacklands Rbt\_base.j9  
**Path:** J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\ARCADY\Shacklands roundabout  
**Report generation date:** 19/08/2019 10:46:31

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB + Dev, AM Peak
- » Existing layout - 2035 FB + Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
A - A224 London Rd	0.6	3.82	0.36	A	1.1	4.85	0.52	A
B - Shoreham Ln	0.1	5.95	0.11	A	0.1	6.48	0.10	A
C - Old London Rd	0.3	3.61	0.21	A	0.3	3.61	0.21	A
D - A224 Orpington BP	0.6	3.55	0.37	A	0.4	2.93	0.26	A
E - Shacklands Rd	0.1	3.17	0.05	A	0.0	2.70	0.03	A
<b>Existing layout - 2035 FB</b>								
A - A224 London Rd	1.1	4.98	0.50	A	1.3	5.32	0.56	A
B - Shoreham Ln	0.2	7.07	0.14	A	0.1	6.87	0.09	A
C - Old London Rd	0.6	4.68	0.35	A	0.3	3.88	0.23	A
D - A224 Orpington BP	2.5	8.11	0.71	A	0.7	3.61	0.40	A
E - Shacklands Rd	0.1	4.68	0.11	A	0.1	3.12	0.06	A
<b>Existing layout - 2035 FB + Dev</b>								
A - A224 London Rd	1.1	5.14	0.52	A	1.1	4.98	0.53	A
B - Shoreham Ln	0.2	7.20	0.14	A	0.1	6.66	0.09	A
C - Old London Rd	0.6	4.72	0.35	A	0.3	3.81	0.23	A
D - A224 Orpington BP	2.2	7.31	0.68	A	0.7	3.66	0.41	A
E - Shacklands Rd	0.1	4.53	0.11	A	0.1	3.15	0.06	A

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

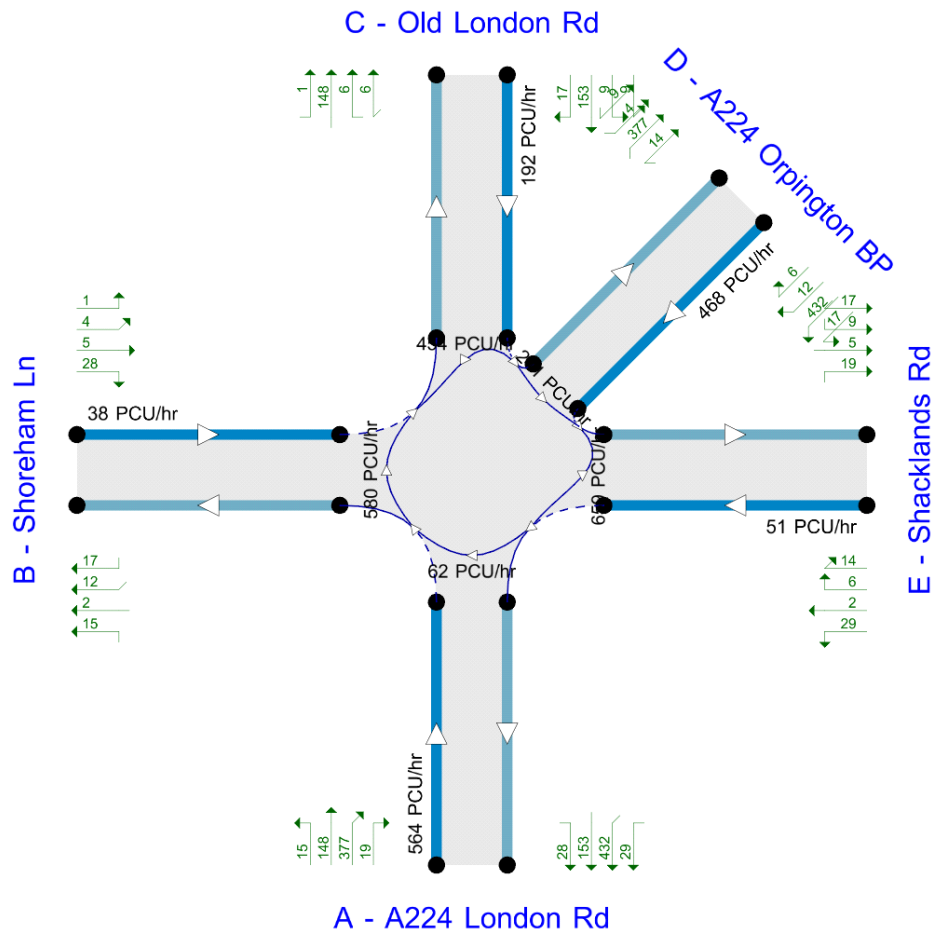
**File summary**

**File Description**

<b>Title</b>	Shacklands roundabout
<b>Location</b>	Sevenoaks
<b>Site number</b>	2
<b>Date</b>	29/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	

**Units**

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



Flows show modelled flow through junction (PCU/hr).  
Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing layout	100.000

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	3.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	A224 London Rd	
B	Shoreham Ln	
C	Old London Rd	
D	A224 Orpington BP	
E	Shacklands Rd	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A224 London Rd	4.00	5.50	20.8	18.4	64.0	23.0	
B - Shoreham Ln	2.50	3.73	8.9	10.9	64.0	40.0	
C - Old London Rd	5.10	7.90	6.1	6.0	64.0	48.0	
D - A224 Orpington BP	6.50	6.50	0.0	9.6	64.0	27.0	
E - Shacklands Rd	4.50	6.90	16.0	24.0	64.0	48.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A224 London Rd	0.526	1613
B - Shoreham Ln	0.389	939
C - Old London Rd	0.466	1555
D - A224 Orpington BP	0.555	1885
E - Shacklands Rd	0.530	1754

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	508	100.000
B - Shoreham Ln		✓	69	100.000
C - Old London Rd		✓	260	100.000
D - A224 Orpington BP		✓	570	100.000
E - Shacklands Rd		✓	62	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	2	18	147	332	9
	B - Shoreham Ln	46	0	4	16	3
	C - Old London Rd	228	23	0	5	4
	D - A224 Orpington BP	503	40	4	2	21
	E - Shacklands Rd	18	9	14	19	2

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	5	5	5	5	5
	B - Shoreham Ln	5	5	5	5	5
	C - Old London Rd	5	5	5	5	5
	D - A224 Orpington BP	5	5	5	5	5
	E - Shacklands Rd	5	5	5	5	5

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.36	3.82	0.6	A
B - Shoreham Ln	0.11	5.95	0.1	A
C - Old London Rd	0.21	3.61	0.3	A
D - A224 Orpington BP	0.37	3.55	0.6	A
E - Shacklands Rd	0.05	3.17	0.1	A

# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	4.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	737	100.000
B - Shoreham Ln		✓	54	100.000
C - Old London Rd		✓	241	100.000
D - A224 Orpington BP		✓	408	100.000
E - Shacklands Rd		✓	32	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	13	32	227	445	20
	B - Shoreham Ln	25	0	13	8	8
	C - Old London Rd	184	27	0	10	20
	D - A224 Orpington BP	346	13	9	0	40
	E - Shacklands Rd	3	12	6	11	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	2	2	2	2	2
	B - Shoreham Ln	2	2	2	2	2
	C - Old London Rd	2	2	2	2	2
	D - A224 Orpington BP	2	2	2	2	2
	E - Shacklands Rd	2	2	2	2	2

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.52	4.85	1.1	A
B - Shoreham Ln	0.10	6.48	0.1	A
C - Old London Rd	0.21	3.61	0.3	A
D - A224 Orpington BP	0.26	2.93	0.4	A
E - Shacklands Rd	0.03	2.70	0.0	A



# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	6.39	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	697	100.000
B - Shoreham Ln		✓	77	100.000
C - Old London Rd		✓	399	100.000
D - A224 Orpington BP		✓	1036	100.000
E - Shacklands Rd		✓	94	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	1	17	181	489	9
	B - Shoreham Ln	47	0	7	18	5
	C - Old London Rd	341	37	2	10	9
	D - A224 Orpington BP	967	33	13	3	20
	E - Shacklands Rd	33	13	20	23	5

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	5	5	5	5	5
	B - Shoreham Ln	5	5	5	5	5
	C - Old London Rd	5	5	5	5	5
	D - A224 Orpington BP	5	5	5	5	5
	E - Shacklands Rd	5	5	5	5	5

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.50	4.98	1.1	A
B - Shoreham Ln	0.14	7.07	0.2	A
C - Old London Rd	0.35	4.68	0.6	A
D - A224 Orpington BP	0.71	8.11	2.5	A
E - Shacklands Rd	0.11	4.68	0.1	A

# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	4.49	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	795	100.000
B - Shoreham Ln		✓	50	100.000
C - Old London Rd		✓	252	100.000
D - A224 Orpington BP		✓	613	100.000
E - Shacklands Rd		✓	67	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	7	20	197	547	24
	B - Shoreham Ln	37	0	1	5	7
	C - Old London Rd	200	23	5	12	12
	D - A224 Orpington BP	565	16	8	2	22
	E - Shacklands Rd	38	3	8	18	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	2	2	2	2	2
	B - Shoreham Ln	2	2	2	2	2
	C - Old London Rd	2	2	2	2	2
	D - A224 Orpington BP	2	2	2	2	2
	E - Shacklands Rd	2	2	2	2	2

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.56	5.32	1.3	A
B - Shoreham Ln	0.09	6.87	0.1	A
C - Old London Rd	0.23	3.88	0.3	A
D - A224 Orpington BP	0.40	3.61	0.7	A
E - Shacklands Rd	0.06	3.12	0.1	A

# Existing layout - 2035 FB + Dev, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	6.05	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	719	100.000
B - Shoreham Ln		✓	77	100.000
C - Old London Rd		✓	398	100.000
D - A224 Orpington BP		✓	989	100.000
E - Shacklands Rd		✓	95	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	1	17	186	504	11
	B - Shoreham Ln	47	0	7	18	5
	C - Old London Rd	340	37	2	10	9
	D - A224 Orpington BP	920	33	13	3	20
	E - Shacklands Rd	34	13	20	23	5

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	5	5	5	5	5
	B - Shoreham Ln	5	5	5	5	5
	C - Old London Rd	5	5	5	5	5
	D - A224 Orpington BP	5	5	5	5	5
	E - Shacklands Rd	5	5	5	5	5

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.52	5.14	1.1	A
B - Shoreham Ln	0.14	7.20	0.2	A
C - Old London Rd	0.35	4.72	0.6	A
D - A224 Orpington BP	0.68	7.31	2.2	A
E - Shacklands Rd	0.11	4.53	0.1	A

# Existing layout - 2035 FB + Dev, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Shacklands	Standard Roundabout	A, B, C, D, E	4.32	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 London Rd		✓	752	100.000
B - Shoreham Ln		✓	51	100.000
C - Old London Rd		✓	256	100.000
D - A224 Orpington BP		✓	623	100.000
E - Shacklands Rd		✓	68	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	7	20	197	503	25
	B - Shoreham Ln	38	0	1	5	7
	C - Old London Rd	204	23	5	12	12
	D - A224 Orpington BP	575	16	8	2	22
	E - Shacklands Rd	39	3	8	18	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A - A224 London Rd	B - Shoreham Ln	C - Old London Rd	D - A224 Orpington BP	E - Shacklands Rd
From	A - A224 London Rd	2	2	2	2	2
	B - Shoreham Ln	2	2	2	2	2
	C - Old London Rd	2	2	2	2	2
	D - A224 Orpington BP	2	2	2	2	2
	E - Shacklands Rd	2	2	2	2	2

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 London Rd	0.53	4.98	1.1	A
B - Shoreham Ln	0.09	6.66	0.1	A
C - Old London Rd	0.23	3.81	0.3	A
D - A224 Orpington BP	0.41	3.66	0.7	A
E - Shacklands Rd	0.06	3.15	0.1	A



Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Otford Lane.j9

Path: J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\PICADY\Otford Lane

Report generation date: 07/08/2019 10:48:33

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB + Dev, AM Peak
- » Existing layout - 2035 FB + Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
Stream B-C	0.1	7.14	0.09	A	0.1	7.53	0.11	A
Stream B-A	0.1	12.32	0.12	B	0.3	12.39	0.25	B
Stream C-AB	0.2	7.70	0.14	A	0.1	6.44	0.06	A
<b>Existing layout - 2035 FB</b>								
Stream B-C	1.0	17.69	0.50	C	13.1	128.52	1.01	F
Stream B-A	2.3	62.61	0.72	F	8.6	161.25	0.98	F
Stream C-AB	2.2	21.66	0.70	C	0.7	11.52	0.42	B
<b>Existing layout - 2035 FB + Dev</b>								
Stream B-C	0.7	11.97	0.43	B	1.5	16.84	0.60	C
Stream B-A	0.8	30.90	0.46	D	0.7	26.89	0.42	D
Stream C-AB	1.4	15.15	0.58	C	0.8	12.04	0.45	B

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

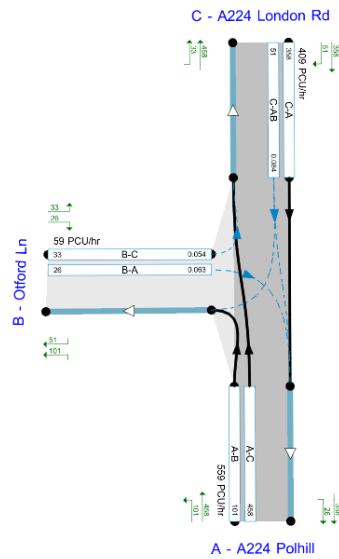
## File summary

### File Description

<b>Title</b>	Polhill access
<b>Location</b>	Sevenoaks
<b>Site number</b>	3
<b>Date</b>	30/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41209
<b>Enumerator</b>	
<b>Description</b>	

### Units

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



Flows show modelled flow through junction (PCU/hr).  
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()  
Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing layout	100.000

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	0.93	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A224 Polhill		Major
B	Otford Ln		Minor
C	A224 London Rd		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A224 London Rd	10.20		✓	3.50	125.0	✓	18.00

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 - Otford Ln	One lane plus flare	10.00	9.70	6.40	4.76	3.80		3.00	116	82

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594	0.088	0.223	0.141	0.319
1	B-C	747	0.094	0.236	-	-
1	C-B	738	0.234	0.234	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	742	100.000
B - Otford Ln		✓	79	100.000
C - A224 London Rd		✓	544	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	134	608
	B - Otford Ln	35	0	44
	C - A224 London Rd	476	68	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	7.14	0.1	A
B-A	0.12	12.32	0.1	B
C-AB	0.14	7.70	0.2	A
C-A				
A-B				
A-C				

# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	1.42	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	530	100.000
B - Otford Ln		✓	147	100.000
C - A224 London Rd		✓	569	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	33	497
	B - Otford Ln	91	0	56
	C - A224 London Rd	535	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.53	0.1	A
B-A	0.25	12.39	0.3	B
C-AB	0.06	6.44	0.1	A
C-A				
A-B				
A-C				

# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	8.97	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	736	100.000
B - Otford Ln		✓	314	100.000
C - A224 London Rd		✓	1058	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	166	570
	B - Otford Ln	130	0	184
	C - A224 London Rd	711	347	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.50	17.69	1.0	C
B-A	0.72	62.61	2.3	F
C-AB	0.70	21.66	2.2	C
C-A				
A-B				
A-C				

# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	36.16	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	747	100.000
B - Otford Ln		✓	515	100.000
C - A224 London Rd		✓	799	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	115	632
	B - Otford Ln	181	0	334
	C - A224 London Rd	590	209	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	1.01	128.52	13.1	F
B-A	0.98	161.25	8.6	F
C-AB	0.42	11.52	0.7	B
C-A				
A-B				
A-C				

# Existing layout - 2035 FB + Dev, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	5.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	652	100.000
B - Otford Ln		✓	297	100.000
C - A224 London Rd		✓	1012	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	82	570
	B - Otford Ln	92	0	205
	C - A224 London Rd	712	300	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	11.97	0.7	B
B-A	0.46	30.90	0.8	D
C-AB	0.58	15.15	1.4	C
C-A				
A-B				
A-C				

# Existing layout - 2035 FB + Dev, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Polhill access	T-Junction	Two-way	5.17	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	732	100.000
B - Otford Ln		✓	378	100.000
C - A224 London Rd		✓	815	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	98	634
	B - Otford Ln	88	0	290
	C - A224 London Rd	590	225	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill	B - Otford Ln	C - A224 London Rd
From	A - A224 Polhill	0	1	1
	B - Otford Ln	1	0	1
	C - A224 London Rd	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.60	16.84	1.5	C
B-A	0.42	26.89	0.7	D
C-AB	0.45	12.04	0.8	B
C-A				
A-B				
A-C				

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** Polhill proposed rbt.j9

**Path:** J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\ARCADY\Polhill access proposed rbt

**Report generation date:** 19/08/2019 10:42:16

- »Proposed layout - 2035 FB, AM
- »Proposed layout - 2035 FB, PM
- »Proposed layout - 2035 FB + Dev, AM
- »Proposed layout - 2035 FB + Dev, PM

**Summary of junction performance**

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Proposed layout - 2035 FB</b>								
A - A224 Polhill	1.7	7.48	0.61	A	1.5	6.45	0.57	A
B - Crow Drive	0.8	8.55	0.41	A	2.9	19.49	0.73	C
C - Otford Ln	0.1	7.69	0.07	A	0.1	10.70	0.07	B
D - A224 London Rd	7.9	26.05	0.89	D	2.4	9.95	0.69	A
<b>Proposed layout - 2035 FB + Dev</b>								
A - A224 Polhill	1.2	6.05	0.52	A	1.4	6.39	0.57	A
B - Crow Drive	0.7	8.24	0.39	A	1.2	11.30	0.53	B
C - Otford Ln	0.1	7.53	0.07	A	0.1	8.87	0.06	A
D - A224 London Rd	5.3	17.70	0.83	C	2.2	8.97	0.67	A

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

**File summary**

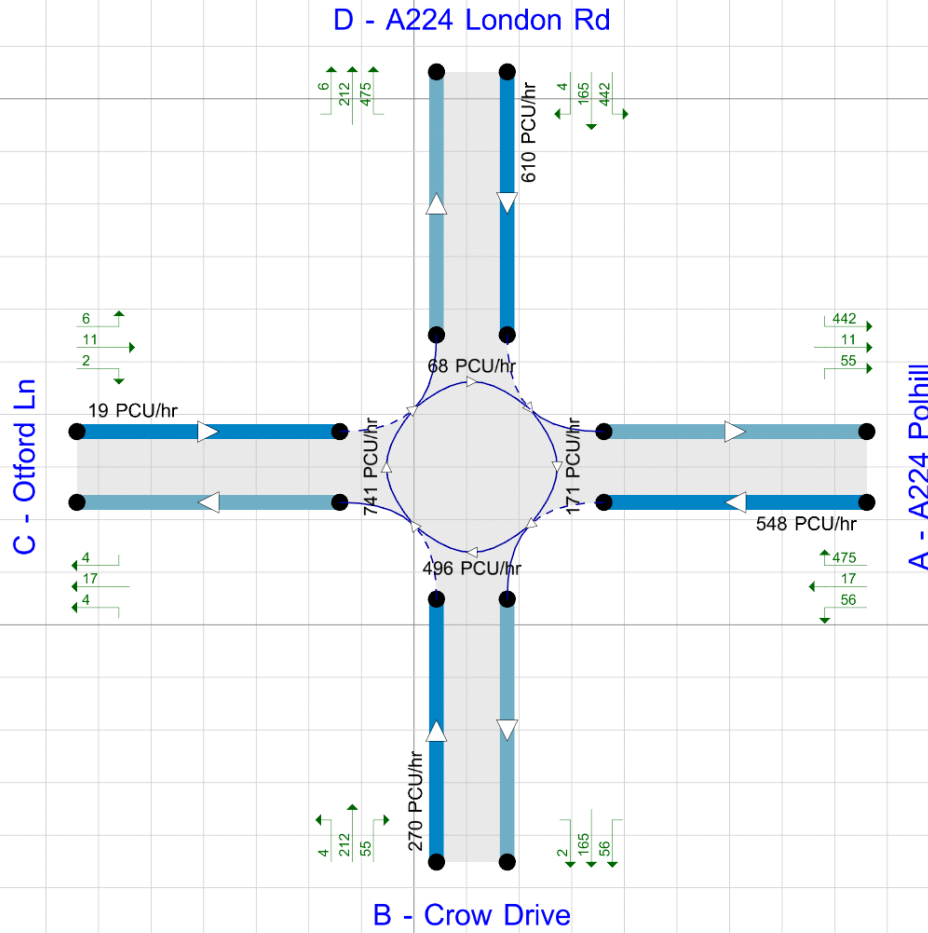
**File Description**

<b>Title</b>	Polhill access proposed roundabout
<b>Location</b>	Sevenoaks
<b>Site number</b>	3
<b>Date</b>	29/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	



**Units**

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



Flows show modelled flow through junction (PCU/hr).  
Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

**Analysis Options**

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

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 FB	AM	ONE HOUR	07:45	09:15	15
D2	2035 FB	PM	ONE HOUR	16:45	18:15	15
D3	2035 FB + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2035 FB + Dev	PM	ONE HOUR	16:45	18:15	15

**Analysis Set Details**

ID	Name	Network flow scaling factor (%)
A1	Proposed layout	100.000

# Proposed layout - 2035 FB, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed	Standard Roundabout	A, B, C, D	16.88	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	A224 Polhill	
B	Crow Drive	
C	Otford Ln	
D	A224 London Rd	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A224 Polhill	3.90	6.28	8.6	60.0	38.0	36.0	
B - Crow Drive	3.20	3.97	13.0	15.0	38.0	35.0	
C - Otford Ln	2.00	5.06	7.6	40.0	38.0	26.0	
D - A224 London Rd	3.20	7.00	6.3	50.0	38.0	31.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A224 Polhill	0.626	1583
B - Crow Drive	0.521	1127
C - Otford Ln	0.527	1050
D - A224 London Rd	0.593	1398

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 FB	AM	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	737	100.000
B - Crow Drive		✓	293	100.000
C - Otford Ln		✓	36	100.000
D - A224 London Rd		✓	1058	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	1	150	16	570
	B - Crow Drive	112	0	10	171
	C - Otford Ln	19	5	0	12
	D - A224 London Rd	711	338	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	10	10	10	10
	B - Crow Drive	10	10	10	10
	C - Otford Ln	10	10	10	10
	D - A224 London Rd	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Polhill	0.61	7.48	1.7	A
B - Crow Drive	0.41	8.55	0.8	A
C - Otford Ln	0.07	7.69	0.1	A
D - A224 London Rd	0.89	26.05	7.9	D

# Proposed layout - 2035 FB, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed	Standard Roundabout	A, B, C, D	10.99	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2035 FB	PM	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	747	100.000
B - Crow Drive		✓	497	100.000
C - Otford Ln		✓	25	100.000
D - A224 London Rd		✓	800	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	0	92	23	632
	B - Crow Drive	166	0	5	326
	C - Otford Ln	15	2	0	8
	D - A224 London Rd	590	205	5	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	10	10	10	10
	B - Crow Drive	10	10	10	10
	C - Otford Ln	10	10	10	10
	D - A224 London Rd	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Polhill	0.57	6.45	1.5	A
B - Crow Drive	0.73	19.49	2.9	C
C - Otford Ln	0.07	10.70	0.1	B
D - A224 London Rd	0.69	9.95	2.4	A

# Proposed layout - 2035 FB + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed	Standard Roundabout	A, B, C, D	12.35	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB + Dev	AM	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	653	100.000
B - Crow Drive		✓	277	100.000
C - Otford Ln		✓	35	100.000
D - A224 London Rd		✓	1012	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	1	66	16	570
	B - Crow Drive	73	0	11	193
	C - Otford Ln	19	4	0	12
	D - A224 London Rd	712	291	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	10	10	10	10
	B - Crow Drive	10	10	10	10
	C - Otford Ln	10	10	10	10
	D - A224 London Rd	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Polhill	0.52	6.05	1.2	A
B - Crow Drive	0.39	8.24	0.7	A
C - Otford Ln	0.07	7.53	0.1	A
D - A224 London Rd	0.83	17.70	5.3	C

# Proposed layout - 2035 FB + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed	Standard Roundabout	A, B, C, D	8.43	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB + Dev	PM	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill		✓	732	100.000
B - Crow Drive		✓	361	100.000
C - Otford Ln		✓	26	100.000
D - A224 London Rd		✓	815	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	0	75	23	634
	B - Crow Drive	73	0	5	283
	C - Otford Ln	15	3	0	8
	D - A224 London Rd	590	220	5	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - A224 Polhill	B - Crow Drive	C - Otford Ln	D - A224 London Rd
From	A - A224 Polhill	10	10	10	10
	B - Crow Drive	10	10	10	10
	C - Otford Ln	10	10	10	10
	D - A224 London Rd	10	10	10	10



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A224 Polhill	0.57	6.39	1.4	A
B - Crow Drive	0.53	11.30	1.2	B
C - Otford Ln	0.06	8.87	0.1	A
D - A224 London Rd	0.67	8.97	2.2	A

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Pilgrims Way-A224.j9

Path: J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\PICADY\Pilgrims Way-A224

Report generation date: 07/08/2019 10:57:23

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB with Dev, AM Peak
- » Existing layout - 2035 FB with Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
Stream B-C	0.9	17.31	0.46	C	0.4	11.70	0.27	B
Stream B-A	1.9	32.64	0.66	D	1.5	25.11	0.61	D
Stream C-AB	0.2	8.31	0.19	A	0.3	8.41	0.25	A
<b>Existing layout - 2035 FB</b>								
Stream B-C	13.4	237.12	1.08	F	5.2	142.87	0.96	F
Stream B-A	17.0	220.47	1.07	F	8.1	112.73	0.94	F
Stream C-AB	0.3	9.72	0.24	A	0.5	10.20	0.32	B
<b>Existing layout - 2035 FB with Dev</b>								
Stream B-C	10.0	164.18	1.00	F	3.5	95.26	0.85	F
Stream B-A	11.1	156.89	1.00	F	6.7	92.50	0.91	F
Stream C-AB	0.3	9.70	0.25	A	0.5	9.99	0.34	A

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

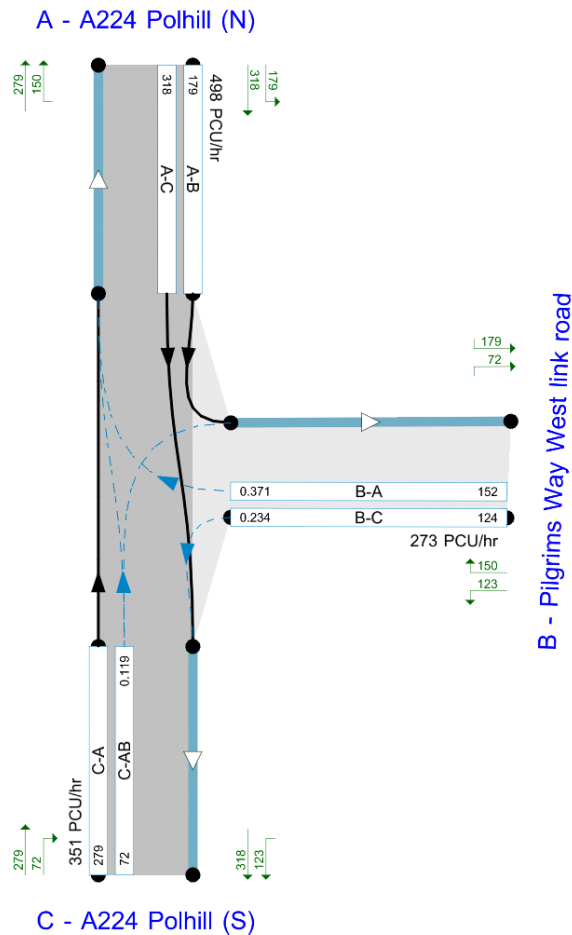
## File summary

### File Description

<b>Title</b>	Pilgrims Way West/Polhill junction
<b>Location</b>	Sevenoaks
<b>Site number</b>	4
<b>Date</b>	30/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	

### Units

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



Flows show modelled flow through junction (PCU/hr).  
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15
D5	2035 FB with Dev	AM Peak	ONE HOUR	07:45	09:15	15
D6	2035 FB with Dev	PM Peak	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing layout	100.000

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	6.85	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A224 Polhill (N)		Major
B	Pilgrims Way West link road		Minor
C	A224 Polhill (S)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A224 Polhill (S)	9.83		✓	3.50	100.0	✓	12.00

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 - Pilgrims Way West link road	One lane plus flare	10.00	9.56	5.93	4.46	3.98		2.00	46	28

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	553	0.084	0.212	0.134	0.303
1	B-C	677	0.087	0.219	-	-
1	C-B	721	0.233	0.233	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	661	100.000
B - Pilgrims Way West link road		✓	367	100.000
C - A224 Polhill (S)		✓	467	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	238	423
	B - Pilgrims Way West link road	202	0	165
	C - A224 Polhill (S)	371	96	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	3	3
	B - Pilgrims Way West link road	3	0	3
	C - A224 Polhill (S)	3	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.46	17.31	0.9	C
B-A	0.66	32.64	1.9	D
C-AB	0.19	8.31	0.2	A
C-A				
A-B				
A-C				

# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	5.49	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	552	100.000
B - Pilgrims Way West link road		✓	306	100.000
C - A224 Polhill (S)		✓	495	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	241	311
	B - Pilgrims Way West link road	203	0	103
	C - A224 Polhill (S)	361	134	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	1	1
	B - Pilgrims Way West link road	1	0	1
	C - A224 Polhill (S)	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	11.70	0.4	B
B-A	0.61	25.11	1.5	D
C-AB	0.25	8.41	0.3	A
C-A				
A-B				
A-C				



# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	52.45	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	853	100.000
B - Pilgrims Way West link road		✓	438	100.000
C - A224 Polhill (S)		✓	630	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	289	564
	B - Pilgrims Way West link road	251	0	187
	C - A224 Polhill (S)	520	110	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	3	3
	B - Pilgrims Way West link road	3	0	3
	C - A224 Polhill (S)	3	3	0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	1.08	237.12	13.4	F
B-A	1.07	220.47	17.0	F
C-AB	0.24	9.72	0.3	A
C-A				
A-B				
A-C				

# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	26.13	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	770	100.000
B - Pilgrims Way West link road		✓	368	100.000
C - A224 Polhill (S)		✓	645	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	297	473
	B - Pilgrims Way West link road	250	0	118
	C - A224 Polhill (S)	493	152	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	1	1
	B - Pilgrims Way West link road	1	0	1
	C - A224 Polhill (S)	1	1	0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.96	142.87	5.2	F
B-A	0.94	112.73	8.1	F
C-AB	0.32	10.20	0.5	B
C-A				
A-B				
A-C				

# Existing layout - 2035 FB with Dev, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	39.39	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035 FB with Dev	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	815	100.000
B - Pilgrims Way West link road		✓	441	100.000
C - A224 Polhill (S)		✓	567	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	290	525
	B - Pilgrims Way West link road	238	0	203
	C - A224 Polhill (S)	449	118	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	3	3
	B - Pilgrims Way West link road	3	0	3
	C - A224 Polhill (S)	3	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	1.00	164.18	10.0	F
B-A	1.00	156.89	11.1	F
C-AB	0.25	9.70	0.3	A
C-A				
A-B				
A-C				

# Existing layout - 2035 FB with Dev, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilgrims Way West/Polhill	T-Junction	Two-way	22.01	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035 FB with Dev	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A224 Polhill (N)		✓	677	100.000
B - Pilgrims Way West link road		✓	382	100.000
C - A224 Polhill (S)		✓	638	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	285	392
	B - Pilgrims Way West link road	256	0	126
	C - A224 Polhill (S)	471	167	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A224 Polhill (N)	B - Pilgrims Way West link road	C - A224 Polhill (S)
From	A - A224 Polhill (N)	0	1	1
	B - Pilgrims Way West link road	1	0	1
	C - A224 Polhill (S)	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.85	95.26	3.5	F
B-A	0.91	92.50	6.7	F
C-AB	0.34	9.99	0.5	A
C-A				
A-B				
A-C				



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** Morants Ct Rd Rb.j9

**Path:** J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\ARCADY\Morants Ct Rd roundabout

**Report generation date:** 19/08/2019 10:41:07

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB + Dev, AM Peak
- » Existing layout - 2035 FB + Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
A - Star Hill Rd	1.1	6.00	0.52	A	0.6	4.57	0.37	A
B - A224 Polhill	0.8	6.00	0.42	A	0.4	4.40	0.30	A
C - A224 Morants Court Rd	0.4	4.27	0.27	A	0.3	3.98	0.26	A
D - Sundridge Rd	0.2	3.95	0.14	A	0.2	4.17	0.19	A
<b>Existing layout - 2035 FB</b>								
A - Star Hill Rd	0.3	4.78	0.21	A	0.3	5.00	0.25	A
B - A224 Polhill	2.3	9.82	0.69	A	1.2	6.72	0.55	A
C - A224 Morants Court Rd	1.2	7.22	0.53	A	0.6	4.87	0.38	A
D - Sundridge Rd	0.6	5.40	0.37	A	0.6	5.11	0.36	A
<b>Existing layout - 2035 FB + Dev</b>								
A - Star Hill Rd	0.4	5.21	0.29	A	0.6	5.96	0.38	A
B - A224 Polhill	2.5	10.97	0.71	B	1.0	6.55	0.51	A
C - A224 Morants Court Rd	1.3	7.94	0.55	A	0.7	5.15	0.40	A
D - Sundridge Rd	0.8	6.06	0.43	A	0.7	5.72	0.43	A

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

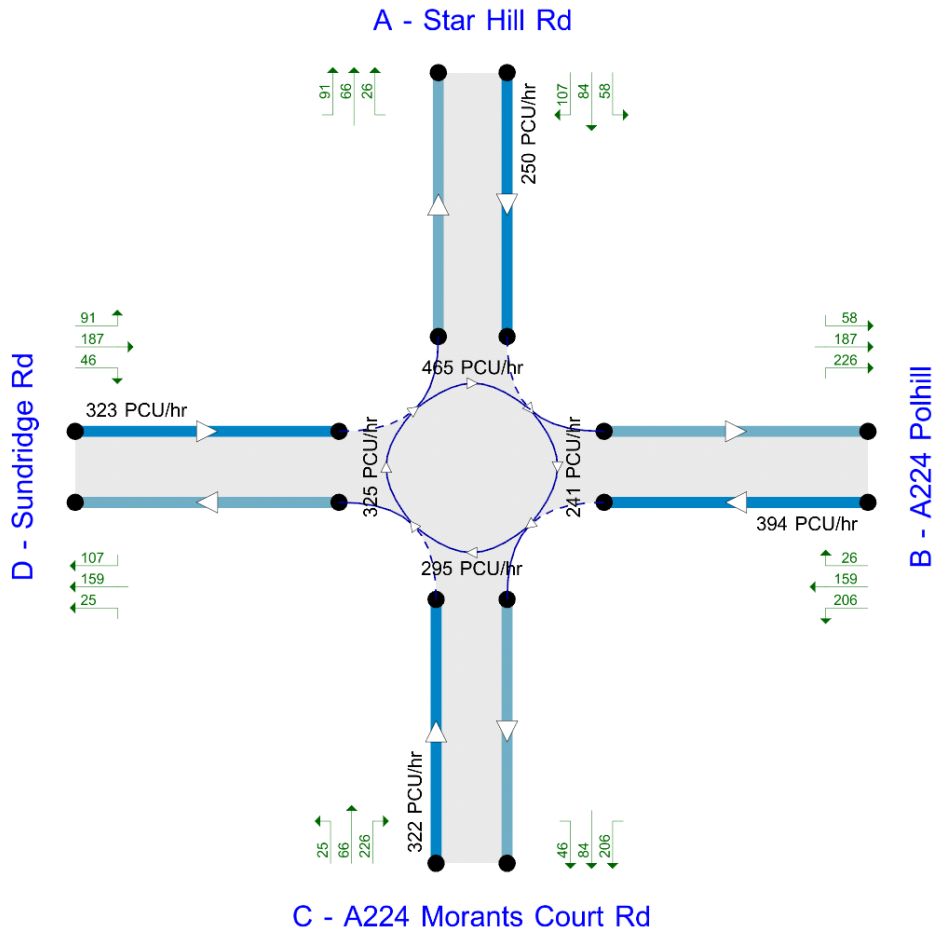
**File summary**

**File Description**

<b>Title</b>	Morants Court Road roundabout
<b>Location</b>	Sevenoaks
<b>Site number</b>	5
<b>Date</b>	29/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	

**Units**

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



Flows show modelled flow through junction (PCU/hr).  
 Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing layout	100.000

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	5.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	Star Hill Rd	
B	A224 Polhill	
C	A224 Morants Court Rd	
D	Sundridge Rd	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Star Hill Rd	3.58	6.39	5.3	43.9	32.0	42.7	
B - A224 Polhill	4.74	4.91	1.5	17.0	32.0	56.0	
C - A224 Morants Court Rd	4.14	5.60	3.8	44.3	32.0	41.0	
D - Sundridge Rd	4.30	5.40	13.4	13.0	32.0	58.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Star Hill Rd	0.584	1376
B - A224 Polhill	0.549	1328
C - A224 Morants Court Rd	0.599	1437
D - Sundridge Rd	0.551	1373

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	601	100.000
B - A224 Polhill		✓	412	100.000
C - A224 Morants Court Rd		✓	295	100.000
D - Sundridge Rd		✓	133	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	4	205	346	46
	B - A224 Polhill	233	0	90	89
	C - A224 Morants Court Rd	188	49	2	56
	D - Sundridge Rd	34	72	27	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	3	3	3	3
	B - A224 Polhill	3	3	3	3
	C - A224 Morants Court Rd	3	3	3	3
	D - Sundridge Rd	3	3	3	3

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.52	6.00	1.1	A
B - A224 Polhill	0.42	6.00	0.8	A
C - A224 Morants Court Rd	0.27	4.27	0.4	A
D - Sundridge Rd	0.14	3.95	0.2	A

# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	4.33	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	422	100.000
B - A224 Polhill		✓	315	100.000
C - A224 Morants Court Rd		✓	286	100.000
D - Sundridge Rd		✓	186	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	4	209	184	25
	B - A224 Polhill	221	4	27	63
	C - A224 Morants Court Rd	210	49	0	27
	D - Sundridge Rd	58	84	44	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	1	1	1	1
	B - A224 Polhill	1	1	1	1
	C - A224 Morants Court Rd	1	1	1	1
	D - Sundridge Rd	1	1	1	1

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.37	4.57	0.6	A
B - A224 Polhill	0.30	4.40	0.4	A
C - A224 Morants Court Rd	0.26	3.98	0.3	A
D - Sundridge Rd	0.19	4.17	0.2	A

# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	7.70	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	182	100.000
B - A224 Polhill		✓	764	100.000
C - A224 Morants Court Rd		✓	526	100.000
D - Sundridge Rd		✓	361	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	0	62	89	31
	B - A224 Polhill	60	5	274	425
	C - A224 Morants Court Rd	101	312	0	113
	D - Sundridge Rd	57	242	60	2

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	3	3	3	3
	B - A224 Polhill	3	3	3	3
	C - A224 Morants Court Rd	3	3	3	3
	D - Sundridge Rd	3	3	3	3



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.21	4.78	0.3	A
B - A224 Polhill	0.69	9.82	2.3	A
C - A224 Morants Court Rd	0.53	7.22	1.2	A
D - Sundridge Rd	0.37	5.40	0.6	A

# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	5.64	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	220	100.000
B - A224 Polhill		✓	599	100.000
C - A224 Morants Court Rd		✓	414	100.000
D - Sundridge Rd		✓	359	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	0	74	99	47
	B - A224 Polhill	56	4	289	250
	C - A224 Morants Court Rd	79	296	5	34
	D - Sundridge Rd	31	267	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	1	1	1	1
	B - A224 Polhill	1	1	1	1
	C - A224 Morants Court Rd	1	1	1	1
	D - Sundridge Rd	1	1	1	1

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.25	5.00	0.3	A
B - A224 Polhill	0.55	6.72	1.2	A
C - A224 Morants Court Rd	0.38	4.87	0.6	A
D - Sundridge Rd	0.36	5.11	0.6	A

# Existing layout - 2035 FB + Dev, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	8.31	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	267	100.000
B - A224 Polhill		✓	744	100.000
C - A224 Morants Court Rd		✓	526	100.000
D - Sundridge Rd		✓	426	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	0	45	98	124
	B - A224 Polhill	64	5	276	399
	C - A224 Morants Court Rd	115	298	0	113
	D - Sundridge Rd	153	211	60	2

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	3	3	3	3
	B - A224 Polhill	3	3	3	3
	C - A224 Morants Court Rd	3	3	3	3
	D - Sundridge Rd	3	3	3	3

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.29	5.21	0.4	A
B - A224 Polhill	0.71	10.97	2.5	B
C - A224 Morants Court Rd	0.55	7.94	1.3	A
D - Sundridge Rd	0.43	6.06	0.8	A

# Existing layout - 2035 FB + Dev, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Morants Court Road	Standard Roundabout	A, B, C, D	5.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd		✓	333	100.000
B - A224 Polhill		✓	526	100.000
C - A224 Morants Court Rd		✓	429	100.000
D - Sundridge Rd		✓	431	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	0	78	112	143
	B - A224 Polhill	35	4	275	212
	C - A224 Morants Court Rd	88	302	5	34
	D - Sundridge Rd	121	249	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Star Hill Rd	B - A224 Polhill	C - A224 Morants Court Rd	D - Sundridge Rd
From	A - Star Hill Rd	1	1	1	1
	B - A224 Polhill	1	1	1	1
	C - A224 Morants Court Rd	1	1	1	1
	D - Sundridge Rd	1	1	1	1

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Star Hill Rd	0.38	5.96	0.6	A
B - A224 Polhill	0.51	6.55	1.0	A
C - A224 Morants Court Rd	0.40	5.15	0.7	A
D - Sundridge Rd	0.43	5.72	0.7	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** Star Hill Access.j9

**Path:** J:\41290 Fort Halstead Merseyside Pension Fund (RP)\5. Drawings & Models\Traffic Modelling\New TA\PICADY\Star Hill Access

**Report generation date:** 07/08/2019 11:00:49

- » Existing layout - 2018 Baseline, AM Peak
- » Existing layout - 2018 Baseline, PM Peak
- » Existing layout - 2035 FB, AM Peak
- » Existing layout - 2035 FB, PM Peak
- » Existing layout - 2035 FB + Dev, AM Peak
- » Existing layout - 2035 FB + Dev, PM Peak

**Summary of junction performance**

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing layout - 2018 Baseline</b>								
Stream B-C	0.2	6.13	0.19	A	0.2	5.82	0.15	A
Stream B-A	0.0	7.81	0.05	A	0.0	0.00	0.00	A
Stream C-AB	0.3	7.44	0.20	A	0.3	7.59	0.20	A
<b>Existing layout - 2035 FB</b>								
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>Existing layout - 2035 FB + Dev</b>								
Stream B-C	0.2	6.48	0.17	A	0.3	6.77	0.20	A
Stream B-A	0.1	9.24	0.06	A	0.1	9.16	0.07	A
Stream C-AB	0.5	7.32	0.27	A	0.4	7.12	0.22	A

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

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



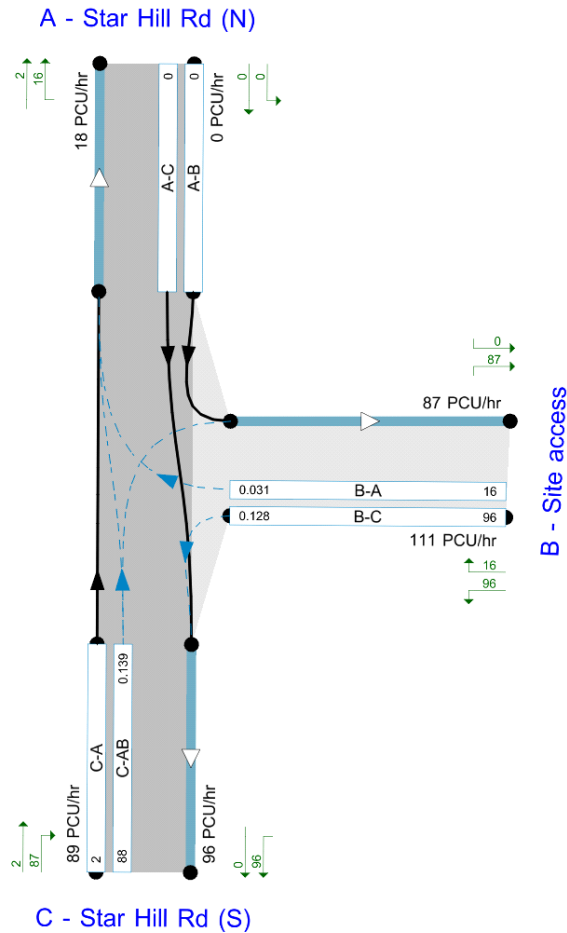
**File summary**

**File Description**

<b>Title</b>	Star Hill access junction
<b>Location</b>	Sevenoaks
<b>Site number</b>	6
<b>Date</b>	30/07/2019
<b>Version</b>	1
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	41290
<b>Enumerator</b>	
<b>Description</b>	

**Units**

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



Flows show modelled flow through junction (PCU/hr).  
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFD ( )  
Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15	✓
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15	✓
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15	✓
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15	✓
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15	✓
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

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

# Existing layout - 2018 Baseline, AM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	6.77	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Star Hill Rd (N)		Major
B	Site access		Minor
C	Star Hill Rd (S)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Star Hill Rd (S)	5.83			96.0	✓	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 - Site access	One lane plus flare	10.00	10.00	8.48	5.05	3.73		2.00	61	49

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	550	0.101	0.255	0.161	0.365
1	B-C	761	0.117	0.297	-	-
1	C-B	630	0.246	0.246	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Baseline	AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	1	100.000
B - Site access		ONE HOUR	✓	149	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	119	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	0	1
	B - Site access	21	0	128
	C - Star Hill Rd (S)	3	116	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	4	4	4
	B - Site access	4	4	4
	C - Star Hill Rd (S)	4	4	4

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	6.13	0.2	A	117	176
B-A	0.05	7.81	0.0	A	19	29
C-AB	0.20	7.44	0.3	A	107	160
C-A					2	3
A-B					0	0
A-C					0	0

# Existing layout - 2018 Baseline, PM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	6.34	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Baseline	PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	14	100.000
B - Site access		ONE HOUR	✓	107	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	116	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	12	2
	B - Site access	0	0	107
	C - Star Hill Rd (S)	0	116	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	5	5	5
	B - Site access	5	5	5
	C - Star Hill Rd (S)	5	5	5

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	5.82	0.2	A	98	147
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.20	7.59	0.3	A	106	160
C-A					0	0
A-B					11	17
A-C					2	3

# Existing layout - 2035 FB, AM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	0.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 FB	AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	163	100.000
B - Site access		ONE HOUR	✓	0	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	170	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	0	163
	B - Site access	0	0	0
	C - Star Hill Rd (S)	170	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	4	4	4
	B - Site access	4	4	4
	C - Star Hill Rd (S)	4	4	4

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					156	234
A-B					0	0
A-C					150	224



# Existing layout - 2035 FB, PM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	0.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 FB	PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	154	100.000
B - Site access		ONE HOUR	✓	0	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	158	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	0	154
	B - Site access	0	0	0
	C - Star Hill Rd (S)	158	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	5	5	5
	B - Site access	5	5	5
	C - Star Hill Rd (S)	5	5	5

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					145	217
A-B					0	0
A-C					141	212

# Existing layout - 2035 FB + Dev, AM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	3.63	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 FB + Dev	AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	167	100.000
B - Site access		ONE HOUR	✓	133	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	285	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	30	137
	B - Site access	22	0	111
	C - Star Hill Rd (S)	156	129	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	4	4	4
	B - Site access	4	4	4
	C - Star Hill Rd (S)	4	4	4

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	6.48	0.2	A	102	153
B-A	0.06	9.24	0.1	A	20	30
C-AB	0.27	7.32	0.5	A	151	226
C-A					111	166
A-B					28	41
A-C					126	189

# Existing layout - 2035 FB + Dev, PM Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Star Hill Rd (S) - 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	Major road direction	Junction Delay (s)	Junction LOS
1	Star Hill access	T-Junction	Two-way	3.68	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 FB + Dev	PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Star Hill Rd (N)		ONE HOUR	✓	164	100.000
B - Site access		ONE HOUR	✓	153	100.000
C - Star Hill Rd (S)		ONE HOUR	✓	235	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	0	22	142
	B - Site access	28	0	125
	C - Star Hill Rd (S)	128	107	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Star Hill Rd (N)	B - Site access	C - Star Hill Rd (S)
From	A - Star Hill Rd (N)	5	5	5
	B - Site access	5	5	5
	C - Star Hill Rd (S)	5	5	5

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	6.77	0.3	A	115	172
B-A	0.07	9.16	0.1	A	26	39
C-AB	0.22	7.12	0.4	A	120	180
C-A					96	144
A-B					20	30
A-C					130	195