Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 6
Date of Survey: 15.09.2022
Junction Name: Windmill Lane / A452 Kenilworth Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	180	41	2	6	1	4	0	234
07:15	203	41	4	6	4	1	0	259
07:30	238	43	3	4	6	4	0	298
07:45	268	48	4	5	0	0	0	325
08:00	270	39	4	8	0	5	0	326
08:15	205	43	5	5	0	2	0	260
08:30	217	39	2	6	0	3	0	267
08:45	261	35	3	4	3	0	0	306
09:00	181	36	7	7	0	2	0	233
09:15	168	29	8	11	2	3	0	221
09:30	112	50	7	8	0	1	1	179
09:45	129	26	5	6	0	1	0	167
16:00	255	59	1	10	0	1	0	326
16:15	255	70	3	7	1	4	0	340
16:30	320	59	4	8	1	4	0	396
16:45	345	69	5	5	3	4	0	431
17:00	382	56	3	3	6	3	1	454
17:15	353	42	4	12	1	3	0	415
17:30	305	46	4	6	0	2	0	363
17:45	316	33	1	1	2	3	0	356
18:00	298	29	1	5	0	0	3	336
18:15	264	25	3	3	0	1	0	296
18:30	174	16	2	3	1	1	3	200
18:45	123	18	0	2	0	0	1	144
Start Time	**Rolling Hour**							**Total**
07:00	889	173	13	21	11	9	0	1116
07:15	979	171	15	23	10	10	0	1208
07:30	981	173	16	22	6	11	0	1209
07:45	960	169	15	24	0	10	0	1178
08:00	953	156	14	23	3	10	0	1159
08:15	864	153	17	22	3	7	0	1066
08:30	827	139	20	28	5	8	0	1027
08:45	722	150	25	30	5	6	1	939
09:00	590	141	27	32	2	7	1	800
16:00	1175	257	13	30	5	13	0	1493
16:15	1302	254	15	23	11	15	1	1621
16:30	1400	226	16	28	11	14	1	1696
16:45	1385	213	16	26	10	12	1	1663
17:00	1356	177	12	22	9	11	1	1588
17:15	1272	150	10	24	3	8	3	1470
17:30	1183	133	9	15	2	6	3	1351
17:45	1052	103	7	12	3	5	6	1188
18:00	859	88	6	13	1	2	7	976

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 6

Date of Survey: 15.09.2022
Junction Name: Windmill Lane / A452 Kenilworth Road
Junction Type: T-Junction

Arm A: Windmill Lane (N)
Arm B: A452 Kenilworth Road (SE)
Arm C: A452 Kenilworth Road (NW)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	0	15	0	12	113	0	106	0
07:15	0	0	33	0	15	118	0	114	1
07:30	0	0	32	0	19	116	0	149	0
07:45	0	0	50	0	28	119	0	142	0
08:00	0	0	49	0	15	122	0	154	2
08:15	0	0	31	0	29	108	0	105	0
08:30	0	5	42	0	32	106	0	92	2
08:45	0	0	51	0	33	106	0	129	2
09:00	0	0	23	0	19	93	0	114	2
09:15	0	0	34	0	14	99	0	101	3
09:30	0	0	23	0	19	80	0	77	0
09:45	0	0	19	0	16	68	0	78	2
16:00	0	2	39	0	42	152	0	109	1
16:15	0	1	31	0	38	168	0	115	2
16:30	0	0	32	0	41	184	0	157	0
16:45	0	1	31	0	54	197	0	162	2
17:00	0	1	40	0	57	181	0	186	4
17:15	0	0	54	0	69	136	0	176	6
17:30	0	1	35	0	58	126	0	154	2
17:45	0	1	24	0	48	133	0	152	2
18:00	0	0	37	0	34	126	0	148	0
18:15	0	0	35	0	21	129	0	117	2
18:30	0	0	17	0	19	89	0	81	0
18:45	0	0	12	0	15	54	0	66	0
Start Time	**Rolling Hour**								
07:00	0	0	130	0	73	465	0	509	1
07:15	0	0	164	0	76	473	0	558	3
07:30	0	0	162	0	91	464	0	549	2
07:45	0	5	172	0	104	453	0	493	4
08:00	0	5	173	0	109	441	0	480	6
08:15	0	5	147	0	113	412	0	440	6
08:30	0	5	150	0	98	404	0	436	9
08:45	0	0	131	0	85	378	0	421	7
09:00	0	0	99	0	68	340	0	370	7
16:00	0	4	133	0	175	701	0	543	5
16:15	0	3	134	0	190	730	0	621	8
16:30	0	2	157	0	221	698	0	681	12
16:45	0	3	160	0	238	640	0	678	14
17:00	0	3	153	0	233	576	0	668	14
17:15	0	2	150	0	210	521	0	630	10
17:30	0	2	131	0	162	513	0	571	6
17:45	0	1	113	0	122	476	0	498	4
18:00	0	0	101	0	89	398	0	412	2

Intelligent Data Collection Limited

Client:	Phil Jones Associates	**Date of Survey:**	15.09.2022	**Arm A:**	Windmill Lane (N)
Project Number:	ID06678	**Junction Name:**	Windmill Lane / A452 Kenilworth Road	**Arm B:**	A452 Kenilworth Road (SE)
Junction Number:	Site 6	**Junction Type:**	T-Junction	**Arm C:**	A452 Kenilworth Road (NW)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:00	**until:**	08:15	**flow:**	326
PM Peak	**from:**	17:00	**until:**	17:15	**flow:**	454

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From \ *To*	**A**	**B**	**C**	**Total**
A	0	15	0	15
B	12	0	**108**	**120**
C	0	99	0	99
Total	12	**114**	108	234

HGV Proportions

From \ *To*	**A**	**B**	**C**	**Total**
A	0.0%	**6.7%**	0.0%	**6.7%**
B	0.0%	0.0%	3.7%	3.3%
C	0.0%	4.0%	0.0%	4.0%
Total	0.0%	**4.4%**	3.7%	3.8%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:30	**until:**	08:30	**flow:**	1209
PM Peak	**from:**	16:30	**until:**	17:30	**flow:**	1696

Period Starting: 07:00 *Select the time from the drop-down in cell D30 to show the hourly data for that period*

Movement Counts

From \ *To*	**A**	**B**	**C**	**Total**
A	0	129	0	129
B	69	0	439	**508**
C	1	**478**	0	479
Total	70	**607**	439	1116

HGV Proportions

From \ *To*	**A**	**B**	**C**	**Total**
A	0.0%	1.6%	0.0%	1.6%
B	**5.8%**	0.0%	3.9%	4.1%
C	0.0%	4.6%	0.0%	**4.6%**
Total	**5.7%**	4.0%	3.9%	4.0%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Junction Number:	Site 7
Date of Survey:	15.09.2022
Junction Name:	A452 Kenilworth Road / A4177 Meer End Road
Junction Type:	Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - MCC Site 7 - 15.09.2022			

Issue Record

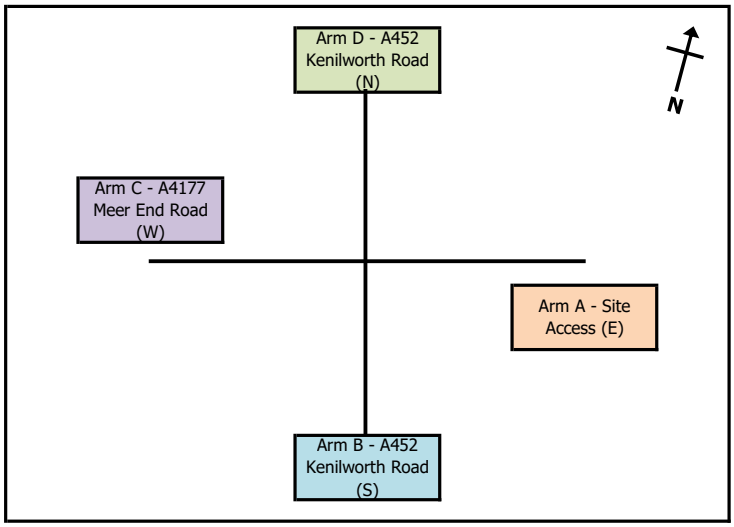
Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client:	Phil Jones Associates	**Date of Survey:**	15.09.2022
Project Number:	ID06678	**Junction Name:**	A452 Kenilworth Road / A4177 Meer End Road
Junction Number:	Site 7	**Junction Type:**	Crossroads

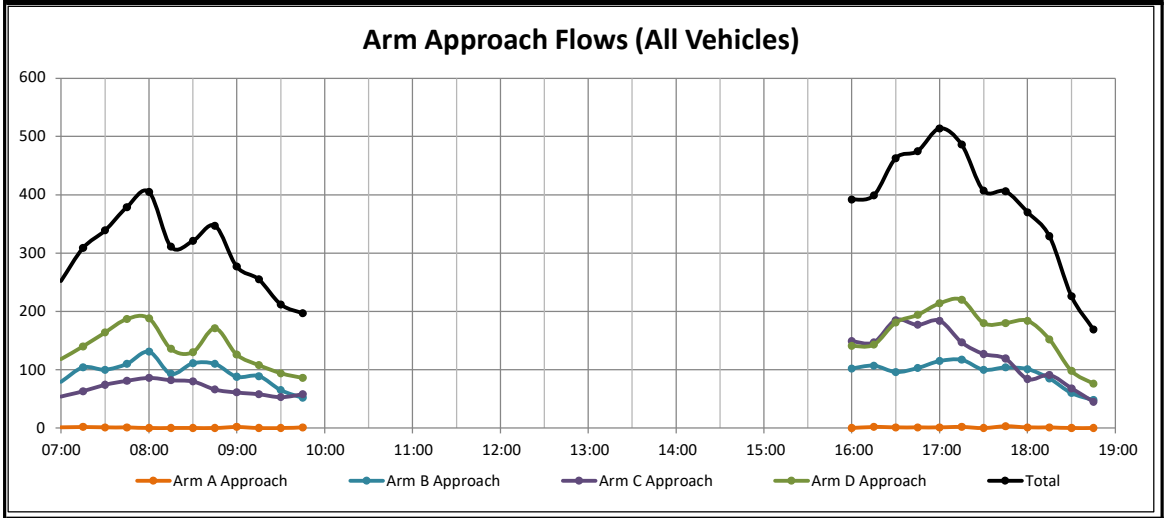
X Coordinate	Y Coordinate	Google Maps Link	
52.373811	-1.632986	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Clear	Sunny Intervals		

Junction Layout



Aerial Mapping and On-site Camera View

Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7

Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	A to A								A to D								A to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15								0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
07:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45								0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45								0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15								0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
16:30								0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	4	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads
Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	A to B								B to B								B to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:00	0	1	1	0	0	0	0	2								0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0								0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7

Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	B to D								B to C								C to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	63	4	1	0	0	2	0	70	9	0	0	0	0	0	0	9								0
07:15	74	7	1	2	0	0	0	84	15	3	1	0	1	0	0	20								0
07:30	58	6	1	0	1	0	0	66	25	8	0	0	0	0	0	33								0
07:45	67	7	1	0	0	0	0	75	29	5	0	0	1	0	0	35								0
08:00	79	6	0	0	0	0	0	85	42	2	1	0	0	1	0	46								0
08:15	60	5	0	1	0	0	0	66	21	4	1	1	0	0	0	27								0
08:30	70	4	0	0	0	0	0	74	32	5	0	0	0	0	0	37								0
08:45	80	1	0	0	0	0	0	81	26	2	1	0	0	0	0	29								0
09:00	54	4	1	2	0	0	0	61	22	4	1	0	0	0	0	27								0
09:15	46	9	1	1	0	1	0	58	28	3	0	0	0	0	0	31								0
09:30	33	10	2	0	0	0	1	46	14	4	0	0	0	1	0	19								0
09:45	27	3	1	2	0	1	0	34	15	2	1	0	0	0	0	18								0
16:00	54	14	1	0	0	0	0	69	24	6	0	0	0	2	0	32								0
16:15	69	15	0	1	0	0	0	85	18	3	1	0	0	0	0	22								0
16:30	52	12	0	0	1	0	1	66	26	3	0	0	0	1	0	30								0
16:45	59	18	1	1	1	0	0	80	22	1	0	0	0	0	0	23								0
17:00	67	11	0	2	0	0	0	80	27	6	1	0	0	0	1	35								0
17:15	71	10	0	0	0	0	0	81	29	6	0	0	1	0	0	36								0
17:30	65	8	1	0	0	0	0	74	23	3	0	0	0	0	0	26								0
17:45	71	10	0	0	1	0	0	82	19	3	0	0	0	0	0	22								0
18:00	73	6	0	0	0	0	0	79	18	3	0	0	0	1	0	22								0
18:15	62	6	0	0	0	1	0	69	15	0	0	0	0	1	0	16								0
18:30	47	2	0	0	1	0	0	50	9	1	0	0	0	0	0	10								0
18:45	31	5	0	0	0	0	0	36	9	3	0	0	0	0	0	12								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	262	24	4	2	1	2	0	295	78	16	1	0	2	0	0	97	0	0	0	0	0	0	0	0
07:15	278	26	3	2	1	0	0	310	111	18	2	0	2	1	0	134	0	0	0	0	0	0	0	0
07:30	264	24	2	1	1	0	0	292	117	19	2	1	1	1	0	141	0	0	0	0	0	0	0	0
07:45	276	22	1	1	0	0	0	300	124	16	2	1	1	1	0	145	0	0	0	0	0	0	0	0
08:00	289	16	0	1	0	0	0	306	121	13	3	1	0	1	0	139	0	0	0	0	0	0	0	0
08:15	264	14	1	3	0	0	0	282	101	15	3	1	0	0	0	120	0	0	0	0	0	0	0	0
08:30	250	18	2	3	0	1	0	274	108	14	2	0	0	0	0	124	0	0	0	0	0	0	0	0
08:45	213	24	4	3	0	1	1	246	90	13	2	0	0	1	0	106	0	0	0	0	0	0	0	0
09:00	160	26	5	5	0	2	1	199	79	13	2	0	0	1	0	95	0	0	0	0	0	0	0	0
16:00	234	59	2	2	2	0	1	300	90	13	1	0	0	3	0	107	0	0	0	0	0	0	0	0
16:15	247	56	1	4	2	0	1	311	93	13	2	0	0	1	1	110	0	0	0	0	0	0	0	0
16:30	249	51	1	3	2	0	1	307	104	16	1	0	1	1	1	124	0	0	0	0	0	0	0	0
16:45	262	47	2	3	1	0	0	315	101	16	1	0	1	0	1	120	0	0	0	0	0	0	0	0
17:00	274	39	1	2	1	0	0	317	98	18	1	0	1	0	1	119	0	0	0	0	0	0	0	0
17:15	280	34	1	0	1	0	0	316	89	15	0	0	1	1	0	106	0	0	0	0	0	0	0	0
17:30	271	30	1	0	1	1	0	304	75	9	0	0	0	2	0	86	0	0	0	0	0	0	0	0
17:45	253	24	0	0	2	1	0	280	61	7	0	0	0	2	0	70	0	0	0	0	0	0	0	0
18:00	213	19	0	0	1	1	0	234	51	7	0	0	0	2	0	60	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads
Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	C to B								C to A								C to D							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	33	10	0	2	0	0	0	45
07:15	12	5	0	0	0	0	0	17	0	0	0	0	0	0	0	0	37	5	0	1	3	0	0	46
07:30	14	2	2	0	0	0	0	18	0	0	0	0	0	0	0	0	48	4	0	1	1	2	0	56
07:45	16	4	1	0	0	0	0	21	0	0	0	0	0	0	0	0	47	10	0	3	0	0	0	60
08:00	32	3	1	0	0	0	0	36	0	0	0	0	0	0	0	0	41	5	0	4	0	0	0	50
08:15	23	2	0	0	0	1	0	26	0	0	0	0	0	0	0	0	44	9	0	3	0	0	0	56
08:30	17	6	1	0	0	0	0	24	0	0	0	0	0	0	0	0	41	11	0	4	0	0	0	56
08:45	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	46	7	0	2	0	0	0	55
09:00	13	5	0	0	0	0	0	18	0	0	0	0	0	0	0	0	31	7	1	2	0	2	0	43
09:15	5	4	1	0	0	1	0	11	0	0	0	0	0	0	0	0	34	6	2	2	1	2	0	47
09:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	23	15	0	4	0	0	0	42
09:45	11	2	1	0	0	1	0	15	0	0	0	0	0	0	0	0	33	7	2	1	0	0	0	43
16:00	28	6	1	0	1	1	0	37	0	0	0	0	0	0	0	0	82	20	1	8	0	1	0	112
16:15	29	1	0	0	0	1	0	31	0	0	1	0	0	0	0	1	79	30	1	3	0	2	0	115
16:30	28	8	0	0	0	0	0	36	0	0	0	0	0	0	0	0	109	31	1	4	1	3	0	149
16:45	15	4	1	0	0	0	0	20	0	0	0	0	0	0	0	0	113	36	4	3	0	1	0	157
17:00	33	3	0	0	0	1	0	37	0	0	0	0	0	0	0	0	118	25	0	1	2	1	0	147
17:15	31	3	0	0	0	0	1	35	0	0	0	0	0	0	0	0	86	16	1	7	0	2	0	112
17:30	26	3	0	0	0	1	0	30	0	0	0	0	0	0	0	0	75	15	4	2	0	1	0	97
17:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	83	8	0	1	1	3	0	96
18:00	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	56	8	0	4	0	0	0	68
18:15	17	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0	61	6	2	3	0	0	0	72
18:30	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	37	6	1	3	0	1	3	51
18:45	9	1	0	0	0	1	0	11	0	0	0	0	0	0	0	0	27	4	0	2	0	0	1	34
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	49	13	3	0	0	0	0	65	0	0	0	0	0	0	0	0	165	29	0	7	4	2	0	207
07:15	74	14	4	0	0	0	0	92	0	0	0	0	0	0	0	0	173	24	0	9	4	2	0	212
07:30	85	11	4	0	0	1	0	101	0	0	0	0	0	0	0	0	180	28	0	11	1	2	0	222
07:45	88	15	3	0	0	1	0	107	0	0	0	0	0	0	0	0	173	35	0	14	0	0	0	222
08:00	80	14	2	0	0	1	0	97	0	0	0	0	0	0	0	0	172	32	0	13	0	0	0	217
08:15	61	16	1	0	0	1	0	79	0	0	0	0	0	0	0	0	162	34	1	11	0	2	0	210
08:30	43	18	2	0	0	1	0	64	0	0	0	0	0	0	0	0	152	31	3	10	1	4	0	201
08:45	35	14	1	0	0	1	0	51	0	0	0	0	0	0	0	0	134	35	3	10	1	4	0	187
09:00	38	13	2	0	0	2	0	55	0	0	0	0	0	0	0	0	121	35	5	9	1	4	0	175
16:00	100	19	2	0	1	2	0	124	0	0	1	0	0	0	0	1	383	117	7	18	1	7	0	533
16:15	105	16	1	0	0	2	0	124	0	0	1	0	0	0	0	1	419	122	6	11	3	7	0	568
16:30	107	18	1	0	0	1	1	128	0	0	0	0	0	0	0	0	426	108	6	15	3	7	0	565
16:45	105	13	1	0	0	2	1	122	0	0	0	0	0	0	0	0	392	92	9	13	2	5	0	513
17:00	111	11	0	0	0	2	1	125	0	0	0	0	0	0	0	0	362	64	5	11	3	7	0	452
17:15	92	10	0	0	0	1	1	104	0	0	0	0	0	0	0	0	300	47	5	14	1	6	0	373
17:30	78	8	0	0	0	1	1	88	0	0	0	0	0	0	0	0	275	37	6	10	1	4	0	333
17:45	66	8	0	0	0	0	1	75	0	0	0	0	0	0	0	0	237	28	3	11	1	4	3	287
18:00	54	7	0	0	0	1	1	63	0	0	0	0	0	0	0	0	181	24	3	12	0	1	4	225

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7

Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	D to D								D to C								D to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	46	12	1	1	0	2	0	62	34	18	0	2	1	0	0	55
07:15								0	47	15	1	1	0	1	0	65	56	14	2	1	1	0	0	74
07:30								0	49	16	0	0	1	2	0	68	73	17	1	3	2	0	0	96
07:45								0	65	12	2	2	1	0	0	82	86	17	1	0	0	0	0	104
08:00								0	68	12	1	2	0	4	0	87	79	16	2	2	0	1	0	100
08:15								0	41	18	4	1	0	2	0	66	59	10	1	0	0	0	0	70
08:30								0	48	12	1	2	0	2	0	65	53	9	1	0	0	1	0	64
08:45								0	72	16	1	2	3	0	0	94	65	10	2	0	0	0	0	77
09:00								0	41	14	4	2	0	0	0	61	51	11	1	1	0	0	0	64
09:15								0	40	7	4	7	1	1	0	60	38	6	2	1	0	0	0	47
09:30								0	30	11	3	3	0	0	1	48	30	13	1	1	0	0	1	46
09:45								0	25	8	0	1	0	0	0	34	40	7	1	3	0	0	0	51
16:00								0	42	18	0	3	0	0	0	63	71	7	0	0	0	0	0	78
16:15								0	48	20	2	1	1	1	0	73	62	6	0	1	0	1	0	70
16:30								0	85	10	1	1	0	0	0	97	72	8	1	2	0	1	0	84
16:45								0	108	11	0	1	1	2	0	123	65	4	0	1	0	1	0	71
17:00								0	118	12	2	0	3	2	1	138	69	3	0	0	1	0	1	74
17:15								0	123	14	3	5	1	1	0	147	69	4	0	0	0	0	0	73
17:30								0	86	9	0	4	0	1	0	100	73	7	0	0	0	0	0	80
17:45								0	93	10	0	0	0	0	0	103	69	8	0	0	0	0	0	77
18:00								0	83	11	0	1	0	0	3	98	81	4	1	0	0	0	0	86
18:15								0	60	8	0	0	0	0	0	68	80	4	0	0	0	0	0	84
18:30								0	44	5	0	0	0	0	0	49	44	4	1	0	0	0	0	49
18:45								0	25	7	0	0	0	0	0	32	42	2	0	0	0	0	0	44
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	207	55	4	4	2	5	0	277	249	66	4	6	4	0	0	329
07:15	0	0	0	0	0	0	0	0	229	55	4	5	2	7	0	302	294	64	6	6	3	1	0	374
07:30	0	0	0	0	0	0	0	0	223	58	7	5	2	8	0	303	297	60	5	5	2	1	0	370
07:45	0	0	0	0	0	0	0	0	222	54	8	7	1	8	0	300	277	52	5	2	0	2	0	338
08:00	0	0	0	0	0	0	0	0	229	58	7	7	3	8	0	312	256	45	6	2	0	2	0	311
08:15	0	0	0	0	0	0	0	0	202	60	10	7	3	4	0	286	228	40	5	1	0	1	0	275
08:30	0	0	0	0	0	0	0	0	201	49	10	13	4	3	0	280	207	36	6	2	0	1	0	252
08:45	0	0	0	0	0	0	0	0	183	48	12	14	4	1	1	263	184	40	6	3	0	0	1	234
09:00	0	0	0	0	0	0	0	0	136	40	11	13	1	1	1	203	159	37	5	6	0	0	1	208
16:00	0	0	0	0	0	0	0	0	283	59	3	6	2	3	0	356	270	25	1	4	0	3	0	303
16:15	0	0	0	0	0	0	0	0	359	53	5	3	5	5	1	431	268	21	1	4	1	3	1	299
16:30	0	0	0	0	0	0	0	0	434	47	6	7	5	5	1	505	275	19	1	3	1	2	1	302
16:45	0	0	0	0	0	0	0	0	435	46	5	10	5	6	1	508	276	18	0	1	1	1	1	298
17:00	0	0	0	0	0	0	0	0	420	45	5	9	4	4	1	488	280	22	0	0	1	0	1	304
17:15	0	0	0	0	0	0	0	0	385	44	3	10	1	2	3	448	292	23	1	0	0	0	0	316
17:30	0	0	0	0	0	0	0	0	322	38	0	5	0	1	3	369	303	23	1	0	0	0	0	327
17:45	0	0	0	0	0	0	0	0	280	34	0	1	0	0	3	318	274	20	2	0	0	0	0	296
18:00	0	0	0	0	0	0	0	0	212	31	0	1	0	0	3	247	247	14	2	0	0	0	0	263

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7

Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	2	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**
07:00	3	0	0	0	0	0	0	3
07:15	3	0	0	0	0	0	0	3
07:30	2	0	0	0	0	0	0	2
07:45	3	0	0	0	0	0	0	3
08:00	2	0	0	0	0	0	0	2
08:15	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3
08:45	2	0	0	0	0	0	0	2
09:00	2	0	1	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	2
16:30	0	2	0	0	0	0	0	2
16:45	0	2	0	0	0	0	0	2
17:00	0	2	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	0	0	1	1	0	0	0	2	1	0	0	0	0	0	0	1
07:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	1	0	0	1	0	0	0	2	0	0	1	0	0	0	0	1
16:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	1	3	1	0	0	0	5	3	1	0	0	0	0	0	4
07:15	0	1	2	1	0	0	0	4	3	1	0	0	0	0	0	4
07:30	0	1	1	0	0	0	0	2	2	1	0	0	0	0	0	3
07:45	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	2
08:30	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	3
08:45	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	2
09:00	0	2	1	0	0	0	0	3	2	0	1	0	0	0	0	3
16:00	2	0	1	1	0	0	0	4	0	0	2	0	0	0	0	2
16:15	3	0	1	1	0	0	0	5	0	2	1	0	0	0	0	3
16:30	4	0	1	0	0	0	0	5	0	2	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2
17:00	6	0	0	0	0	0	0	6	0	2	0	0	0	0	0	2
17:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	72	4	1	0	0	2	0	79	41	20	0	2	1	0	0	64
07:15	89	10	2	2	1	0	0	104	68	19	2	1	1	0	0	91
07:30	83	15	1	0	1	0	0	100	87	20	3	3	2	0	0	115
07:45	96	12	1	0	1	0	0	110	102	21	2	0	0	0	0	125
08:00	121	8	1	0	0	1	0	131	111	19	3	2	0	1	0	136
08:15	81	9	1	2	0	0	0	93	82	12	1	0	0	1	0	96
08:30	102	9	0	0	0	0	0	111	70	15	2	0	0	1	0	88
08:45	106	3	1	0	0	0	0	110	73	13	2	0	0	0	0	88
09:00	76	8	2	2	0	0	0	88	64	17	2	1	0	0	0	84
09:15	74	12	1	1	0	1	0	89	43	10	3	1	0	1	0	58
09:30	47	14	2	0	0	1	1	65	39	15	1	1	0	0	1	57
09:45	42	5	2	2	0	1	0	52	51	9	2	3	0	1	0	66
16:00	78	20	2	0	0	2	0	102	99	13	1	0	1	1	0	115
16:15	87	18	1	1	0	0	0	107	91	7	0	1	0	2	0	101
16:30	78	15	0	0	1	1	1	96	100	16	1	2	0	1	0	120
16:45	81	19	1	1	1	0	0	103	80	8	1	1	0	1	0	91
17:00	94	17	1	2	0	0	1	115	102	6	0	0	1	1	1	111
17:15	100	16	0	0	1	0	0	117	100	7	0	0	0	0	1	108
17:30	88	11	1	0	0	0	0	100	99	10	0	0	0	1	0	110
17:45	90	13	0	0	1	0	0	104	90	10	0	0	0	0	0	100
18:00	91	9	0	0	0	1	0	101	95	6	1	0	0	0	0	102
18:15	77	6	0	0	0	2	0	85	97	5	0	0	0	0	1	103
18:30	56	3	0	0	1	0	0	60	58	7	1	0	0	0	0	66
18:45	40	8	0	0	0	0	0	48	51	3	0	0	0	1	0	55
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	340	41	5	2	3	2	0	393	298	80	7	6	4	0	0	395
07:15	389	45	5	2	3	1	0	445	368	79	10	6	3	1	0	467
07:30	381	44	4	2	2	1	0	434	382	72	9	5	2	2	0	472
07:45	400	38	3	2	1	1	0	445	365	67	8	2	0	3	0	445
08:00	410	29	3	2	0	1	0	445	336	59	8	2	0	3	0	408
08:15	365	29	4	4	0	0	0	402	289	57	7	1	0	2	0	356
08:30	358	32	4	3	0	1	0	398	250	55	9	2	0	2	0	318
08:45	303	37	6	3	0	2	1	352	219	55	8	3	0	1	1	287
09:00	239	39	7	5	0	3	1	294	197	51	8	6	0	2	1	265
16:00	324	72	4	2	2	3	1	408	370	44	3	4	1	5	0	427
16:15	340	69	3	4	2	1	2	421	373	37	2	4	1	5	1	423
16:30	353	67	2	3	3	1	2	431	382	37	2	3	1	3	2	430
16:45	363	63	3	3	2	0	1	435	381	31	1	1	1	3	2	420
17:00	372	57	2	2	2	0	1	436	391	33	0	0	1	2	2	429
17:15	369	49	1	0	2	1	0	422	384	33	1	0	0	1	1	420
17:30	346	39	1	0	1	3	0	390	381	31	1	0	0	1	1	415
17:45	314	31	0	0	2	3	0	350	340	28	2	0	0	0	1	371
18:00	264	26	0	0	1	3	0	294	301	21	2	0	0	1	1	326

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	40	12	0	2	0	0	0	54	55	12	1	1	0	2	0	71
07:15	49	10	0	1	3	0	0	63	62	18	3	1	1	1	0	86
07:30	62	6	2	1	1	2	0	74	74	24	0	0	1	2	0	101
07:45	63	14	1	3	0	0	0	81	94	17	2	2	2	0	0	117
08:00	73	8	1	4	0	0	0	86	110	14	2	2	0	5	0	133
08:15	67	11	0	3	0	1	0	82	62	22	5	2	0	2	0	93
08:30	58	17	1	4	0	0	0	80	80	17	1	2	0	2	0	102
08:45	54	10	0	2	0	0	0	66	98	18	2	2	3	0	0	123
09:00	44	12	1	2	0	2	0	61	63	18	5	2	0	0	0	88
09:15	39	10	3	2	1	3	0	58	68	10	4	7	1	1	0	91
09:30	32	17	0	4	0	0	0	53	44	15	3	3	0	1	1	67
09:45	44	9	3	1	0	1	0	58	40	10	1	1	0	0	0	52
16:00	110	26	2	8	1	2	0	149	66	24	0	3	0	2	0	95
16:15	108	31	2	3	0	3	0	147	67	23	3	1	1	1	0	96
16:30	137	39	1	4	1	3	0	185	111	13	1	1	0	1	0	127
16:45	128	40	5	3	0	1	0	177	130	12	0	1	1	2	0	146
17:00	151	28	0	1	2	2	0	184	145	18	3	0	3	2	2	173
17:15	117	19	1	7	0	2	1	147	152	20	3	5	2	1	0	183
17:30	101	18	4	2	0	2	0	127	109	12	0	4	0	1	0	126
17:45	104	10	0	1	1	3	0	119	112	13	0	0	0	0	0	125
18:00	70	10	0	4	0	0	0	84	101	14	0	1	0	1	3	120
18:15	78	7	2	3	0	0	1	91	75	8	0	0	0	1	0	84
18:30	51	9	1	3	0	1	3	68	53	6	0	0	0	0	0	59
18:45	36	5	0	2	0	1	1	45	34	10	0	0	0	0	0	44
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	214	42	3	7	4	2	0	272	285	71	6	4	4	5	0	375
07:15	247	38	4	9	4	2	0	304	340	73	7	5	4	8	0	437
07:30	265	39	4	11	1	3	0	323	340	77	9	6	3	9	0	444
07:45	261	50	3	14	0	1	0	329	346	70	10	8	2	9	0	445
08:00	252	46	2	13	0	1	0	314	350	71	10	8	3	9	0	451
08:15	223	50	2	11	0	3	0	289	303	75	13	8	3	4	0	406
08:30	195	49	5	10	1	5	0	265	309	63	12	13	4	3	0	404
08:45	169	49	4	10	1	5	0	238	273	61	14	14	4	2	1	369
09:00	159	48	7	9	1	6	0	230	215	53	13	13	1	2	1	298
16:00	483	136	10	18	2	9	0	658	374	72	4	6	2	6	0	464
16:15	524	138	8	11	3	9	0	693	453	66	7	3	5	6	2	542
16:30	533	126	7	15	3	8	1	693	538	63	7	7	6	6	2	629
16:45	497	105	10	13	2	7	1	635	536	62	6	10	6	6	2	628
17:00	473	75	5	11	3	9	1	577	518	63	6	9	5	4	2	607
17:15	392	57	5	14	1	7	1	477	474	59	3	10	2	3	3	554
17:30	353	45	6	10	1	5	1	421	397	47	0	5	0	3	3	455
17:45	303	36	3	11	1	4	4	362	341	41	0	1	0	2	3	388
18:00	235	31	3	12	0	2	5	288	263	38	0	1	0	2	3	307

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	81	30	1	3	1	2	0	118	96	14	2	2	0	2	0	116
07:15	104	29	3	2	1	1	0	140	111	12	1	4	3	0	0	131
07:30	122	33	1	3	3	2	0	164	106	10	1	1	2	2	0	122
07:45	152	29	3	2	1	0	0	187	114	17	2	3	0	0	0	136
08:00	148	28	3	4	0	5	0	188	120	11	0	4	0	0	0	135
08:15	100	28	5	1	0	2	0	136	104	14	0	4	0	0	0	122
08:30	102	21	2	2	0	3	0	130	111	15	0	4	0	0	0	130
08:45	137	26	3	2	3	0	0	171	126	8	0	2	0	0	0	136
09:00	93	25	5	3	0	0	0	126	85	11	2	4	0	2	0	104
09:15	79	13	6	8	1	1	0	108	80	15	3	3	1	3	0	105
09:30	60	24	4	4	0	0	2	94	56	25	2	4	0	0	1	88
09:45	65	15	2	4	0	0	0	86	60	11	3	3	0	1	0	78
16:00	113	25	0	3	0	0	0	141	136	34	2	8	0	1	0	181
16:15	110	26	2	2	1	2	0	143	148	45	1	5	0	2	0	201
16:30	157	18	2	3	0	1	0	181	161	43	2	4	2	3	1	216
16:45	173	15	0	2	1	3	0	194	173	54	5	4	1	1	0	238
17:00	187	17	2	0	4	2	2	214	186	36	0	3	2	1	0	228
17:15	192	18	3	5	1	1	0	220	159	26	1	7	0	2	0	195
17:30	159	16	0	4	0	1	0	180	140	23	5	2	0	1	0	171
17:45	162	18	0	0	0	0	0	180	157	18	0	1	2	3	0	181
18:00	164	15	1	1	0	0	3	184	130	14	0	4	0	0	0	148
18:15	140	12	0	0	0	0	0	152	124	12	2	3	0	1	0	142
18:30	88	9	1	0	0	0	0	98	84	8	1	3	1	1	3	101
18:45	67	9	0	0	0	0	0	76	58	9	0	2	0	0	1	70
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	459	121	8	10	6	5	0	609	427	53	6	10	5	4	0	505
07:15	526	119	10	11	5	8	0	679	451	50	4	12	5	2	0	524
07:30	522	118	12	10	4	9	0	675	444	52	3	12	2	2	0	515
07:45	502	106	13	9	1	10	0	641	449	57	2	15	0	0	0	523
08:00	487	103	13	9	3	10	0	625	461	48	0	14	0	0	0	523
08:15	432	100	15	8	3	5	0	563	426	48	2	14	0	2	0	492
08:30	411	85	16	15	4	4	0	535	402	49	5	13	1	5	0	475
08:45	369	88	18	17	4	1	2	499	347	59	7	13	1	5	1	433
09:00	297	77	17	19	1	1	2	414	281	62	10	14	1	6	1	375
16:00	553	84	4	10	2	6	0	659	618	176	10	21	3	7	1	836
16:15	627	76	6	7	6	8	2	732	668	178	8	16	5	7	1	883
16:30	709	68	7	10	6	7	2	809	679	159	8	18	5	7	1	877
16:45	711	66	5	11	6	7	2	808	658	139	11	16	3	5	0	832
17:00	700	69	5	9	5	4	2	794	642	103	6	13	4	7	0	775
17:15	677	67	4	10	1	2	3	764	586	81	6	14	2	6	0	695
17:30	625	61	1	5	0	1	3	696	551	67	7	10	2	5	0	642
17:45	554	54	2	1	0	0	3	614	495	52	3	11	3	5	3	572
18:00	459	45	2	1	0	0	3	510	396	43	3	12	1	2	4	461

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	193	46	3	5	1	4	0	252
07:15	242	49	6	6	5	1	0	309
07:30	267	55	4	4	5	4	0	339
07:45	311	55	6	5	2	0	0	379
08:00	342	44	5	8	0	6	0	405
08:15	248	48	6	6	0	3	0	311
08:30	262	47	3	6	0	3	0	321
08:45	297	39	4	4	3	0	0	347
09:00	213	46	9	7	0	2	0	277
09:15	192	35	10	11	2	5	0	255
09:30	139	55	6	8	0	1	3	212
09:45	151	30	7	7	0	2	0	197
16:00	301	71	4	11	1	4	0	392
16:15	306	75	5	7	1	5	0	399
16:30	372	72	4	7	2	5	1	463
16:45	383	74	6	6	2	4	0	475
17:00	433	62	3	3	6	4	3	514
17:15	411	53	4	12	2	3	1	486
17:30	348	45	5	6	0	3	0	407
17:45	359	41	0	1	2	3	0	406
18:00	326	34	1	5	0	1	3	370
18:15	296	25	2	3	0	2	1	329
18:30	195	21	2	3	1	1	3	226
18:45	143	22	0	2	0	1	1	169
Start Time	**Rolling Hour**							**Total**
07:00	1013	205	19	20	13	9	0	1279
07:15	1162	203	21	23	12	11	0	1432
07:30	1168	202	21	23	7	13	0	1434
07:45	1163	194	20	25	2	12	0	1416
08:00	1149	178	18	24	3	12	0	1384
08:15	1020	180	22	23	3	8	0	1256
08:30	964	167	26	28	5	10	0	1200
08:45	841	175	29	30	5	8	3	1091
09:00	695	166	32	33	2	10	3	941
16:00	1362	292	19	31	6	18	1	1729
16:15	1494	283	18	23	11	18	4	1851
16:30	1599	261	17	28	12	16	5	1938
16:45	1575	234	18	27	10	14	4	1882
17:00	1551	201	12	22	10	13	4	1813
17:15	1444	173	10	24	4	10	4	1669
17:30	1329	145	8	15	2	9	4	1512
17:45	1176	121	5	12	3	7	7	1331
18:00	960	102	5	13	1	5	8	1094

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Junction Number: Site 7

Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Junction Type: Crossroads

Arm A: Site Access (E)
Arm B: A452 Kenilworth Road (S)
Arm C: A4177 Meer End Road (W)
Arm D: A452 Kenilworth Road (N)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
07:00	0	2	0	0	0	0	70	9	0	9	0	49	0	64	60	1
07:15	0	3	2	0	0	0	89	22	0	17	0	52	0	67	79	1
07:30	0	0	0	1	0	1	68	33	0	20	0	58	0	68	106	0
07:45	0	2	0	0	0	0	76	37	0	22	0	66	0	89	105	1
08:00	0	0	0	0	0	0	85	46	0	37	0	58	0	89	105	1
08:15	0	0	0	0	0	0	68	30	0	25	0	62	0	70	71	0
08:30	0	0	0	0	0	0	74	37	0	25	0	64	0	69	64	1
08:45	0	0	0	0	0	0	81	30	0	11	0	59	0	103	79	0
09:00	0	0	0	3	0	0	66	28	0	18	0	47	0	68	67	1
09:15	0	0	0	0	0	0	60	31	0	11	0	53	0	78	51	1
09:30	0	0	0	0	0	0	47	18	0	11	0	50	0	56	48	0
09:45	0	1	0	0	0	0	38	19	0	15	0	47	0	36	58	2
16:00	0	0	0	0	0	2	70	31	0	39	0	128	0	69	78	0
16:15	0	3	1	0	0	0	87	23	0	30	2	120	0	78	71	0
16:30	0	2	0	0	0	0	67	29	0	36	0	157	0	100	88	0
16:45	0	1	0	0	0	0	84	23	0	21	0	166	0	125	72	0
17:00	0	1	0	0	0	0	84	35	0	36	0	151	0	142	75	2
17:15	0	2	0	0	0	0	81	38	0	34	0	125	0	160	73	0
17:30	0	0	0	0	0	0	75	26	0	29	0	104	0	107	80	0
17:45	0	3	0	0	0	0	84	22	0	23	0	98	0	103	77	0
18:00	0	1	0	0	0	0	79	21	0	16	0	76	0	98	87	0
18:15	0	1	0	0	0	0	68	15	0	18	0	80	0	68	84	0
18:30	0	0	0	0	0	0	52	10	0	17	0	55	0	49	50	0
18:45	0	0	0	0	0	0	36	12	0	10	0	37	0	32	44	0
Start Time	**Rolling Hour**															
07:00	0	7	2	1	0	1	303	101	0	68	0	225	0	288	350	3
07:15	0	5	2	1	0	1	318	138	0	96	0	234	0	314	395	3
07:30	0	2	0	1	0	1	297	146	0	104	0	243	0	317	386	2
07:45	0	2	0	0	0	0	303	150	0	109	0	249	0	317	345	3
08:00	0	0	0	0	0	0	308	143	0	98	0	242	0	331	319	2
08:15	0	0	0	3	0	0	289	125	0	79	0	231	0	310	281	2
08:30	0	0	0	3	0	0	281	126	0	65	0	222	0	318	261	3
08:45	0	0	0	3	0	0	254	107	0	51	0	208	0	305	244	2
09:00	0	1	0	3	0	0	211	96	0	56	0	196	0	238	223	4
16:00	0	6	1	0	0	2	308	106	0	126	2	571	0	371	310	0
16:15	0	7	1	0	0	0	322	110	0	124	2	595	0	445	306	2
16:30	0	6	0	0	0	0	316	125	0	128	0	599	0	527	308	2
16:45	0	4	0	0	0	0	324	122	0	121	0	546	0	535	300	2
17:00	0	6	0	0	0	0	323	121	0	123	0	478	0	512	305	2
17:15	0	6	0	0	0	0	318	107	0	103	0	402	0	468	317	0
17:30	0	5	0	0	0	0	306	85	0	87	0	357	0	376	328	0
17:45	0	5	0	0	0	0	282	69	0	74	0	307	0	318	298	0
18:00	0	2	0	0	0	0	235	59	0	62	0	247	0	247	265	0

Intelligent Data Collection Limited

Client:	Phil Jones Associates	**Date of Survey:**	15.09.2022		
Project Number:	ID06678	**Junction Name:**	A452 Kenilworth Road / A4177 Meer End Road	**Arm A:** Site Access (E)	**Arm C:** A4177 Meer End Road (W)
Junction Number:	Site 7	**Junction Type:**	Crossroads	**Arm B:** A452 Kenilworth Road (S)	**Arm D:** A452 Kenilworth Road (N)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:00	**until:**	08:15	**flow:**	405
PM Peak	**from:**	17:00	**until:**	17:15	**flow:**	514

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From \ *To*	A	B	C	D	Total
A	0	0	0	1	1
B	0	0	9	**70**	79
C	0	9	0	45	54
D	1	55	62	0	**118**
Total	1	64	71	**116**	252

HGV Proportions

From \ *To*	A	B	C	D	Total
A	0.0%	0.0%	0.0%	**100.0%**	**100.0%**
B	0.0%	0.0%	0.0%	1.4%	1.3%
C	0.0%	0.0%	0.0%	4.4%	3.7%
D	0.0%	5.5%	3.2%	0.0%	4.2%
Total	0.0%	**4.7%**	2.8%	3.4%	3.6%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:30	**until:**	08:30	**flow:**	1434
PM Peak	**from:**	16:30	**until:**	17:30	**flow:**	1938

Period Starting: 07:00 *Select the time from the drop-down in cell D31 to show the hourly data for that period*

Movement Counts

From \ *To*	A	B	C	D	Total
A	0	1	1	3	5
B	1	0	97	295	393
C	0	65	0	207	272
D	3	**329**	277	0	**609**
Total	4	395	375	**505**	1279

HGV Proportions

From \ *To*	A	B	C	D	Total
A	0.0%	0.0%	**100.0%**	**100.0%**	**80.0%**
B	0.0%	0.0%	3.1%	2.4%	2.5%
C	0.0%	4.6%	0.0%	5.3%	5.1%
D	0.0%	4.3%	3.6%	0.0%	3.9%
Total	0.0%	**4.3%**	3.7%	4.2%	4.1%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 1
Date of Survey:	15.09.2022
Junction Name:	B4101 Waste Lane / Windmill Lane / B4101 Kelsey Lane
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 1 - 15.09.2022			

Issue Record

	Date			
Issued to	27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 1
Date of Survey: 15.09.2022
Junction Name: B4101 Waste Lane / Windmill Lane / B4101 Kelsey Lane
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.384704	-1.635148	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Report No: 1
Report Date: 2022-08-01 07:00:00
Start Date: 2022-07-25
End Date: 2022-07-31

Attendance Detail

Name	Tuesday			Wednesday		
	Activity	Effective	Duration	Activity	Effective	Duration
Name 1						
Name 2						
Name 3						
Name 4						
Name 5						
Name 6						
Name 7						
Name 8						
Name 9						
Name 10						
Name 11						
Name 12						
Name 13						
Name 14						
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Name 100						

Attendance Detail

Name	Thursday			Friday		
	Activity	Effective	Duration	Activity	Effective	Duration
Name 1						
Name 2						
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Name 95						
Name 96						
Name 97						
Name 98						
Name 99						
Name 100						

Intelligent Data Collection Limited
Balsall Common

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 2
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / B4101 Kelsey Lane / B4101 Alder Lane
Survey Type: Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 2 - 15.09.2022			

Issue Record

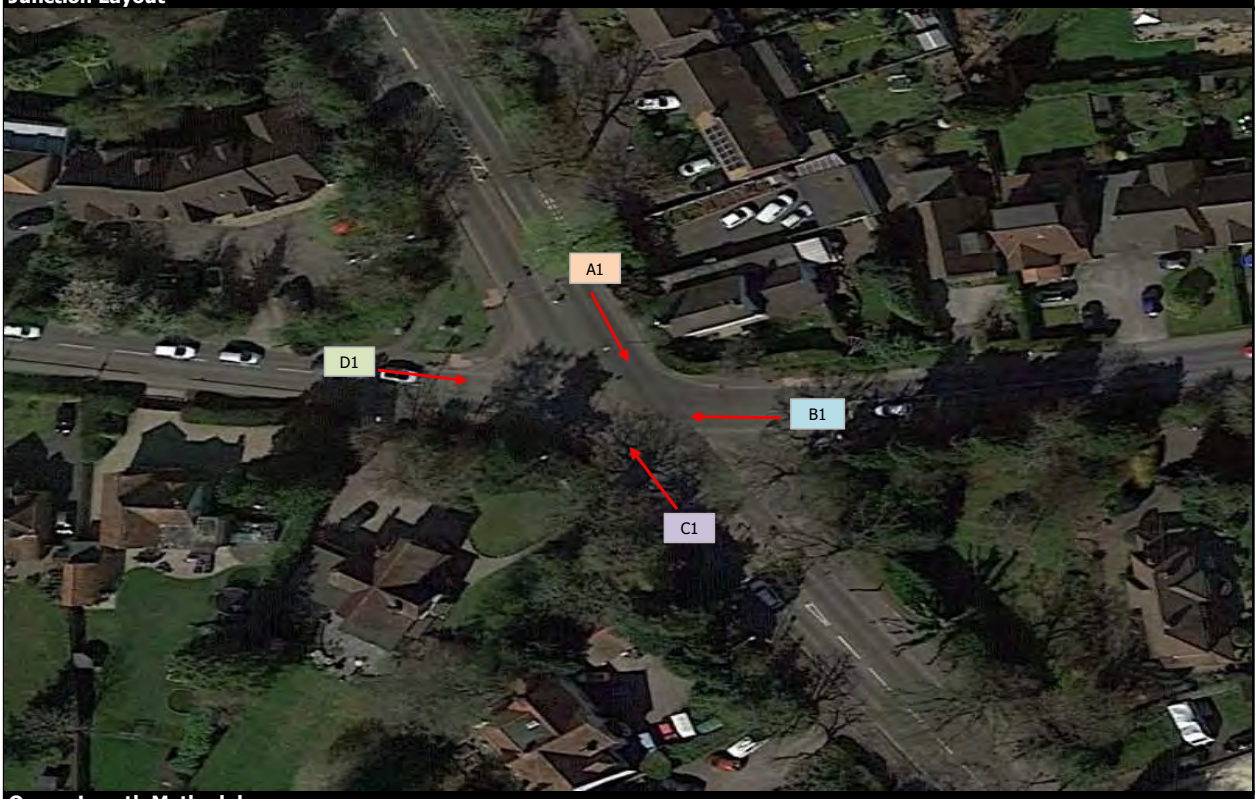
Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 2
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / B4101 Kelsey Lane / B4101 Alder Lane
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.38384	-1.644596	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout



Queue Length Methodology

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These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Shaded entries for Arm A of roughly 6-7 vehicles are where the queues reach the view limits for this junction . However, once queues reach in excess of 20 vehicles they are picked up using the camera from Site 3. Shaded queues of roughly 35 vehicles are when the queues reach back to Site 3 itself.

Shaded entries for Arms C and D indicate where the queues reach the view limits.

Intelligent Data Collection Limited

Report Name: Weekly Report Summary
Report Generated: 2021-11-15
Data Range Selected: 2021-11-08 to 2021-11-14

Weekly Detail

Days	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
Hours	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall
00:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
01:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
02:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
03:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
04:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
05:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
06:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
07:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
08:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
09:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
19:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
22:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
23:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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Days	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
Hours	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall	Utilisation	Efficiency	Overall
00:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
01:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
02:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
03:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
04:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
05:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
06:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
07:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
08:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
09:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
19:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
22:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
23:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 3
Date of Survey:	15.09.2022
Junction Name:	A452 Kenilworth Road / Gipsy Lane
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 3 - 15.09.2022			

Issue Record

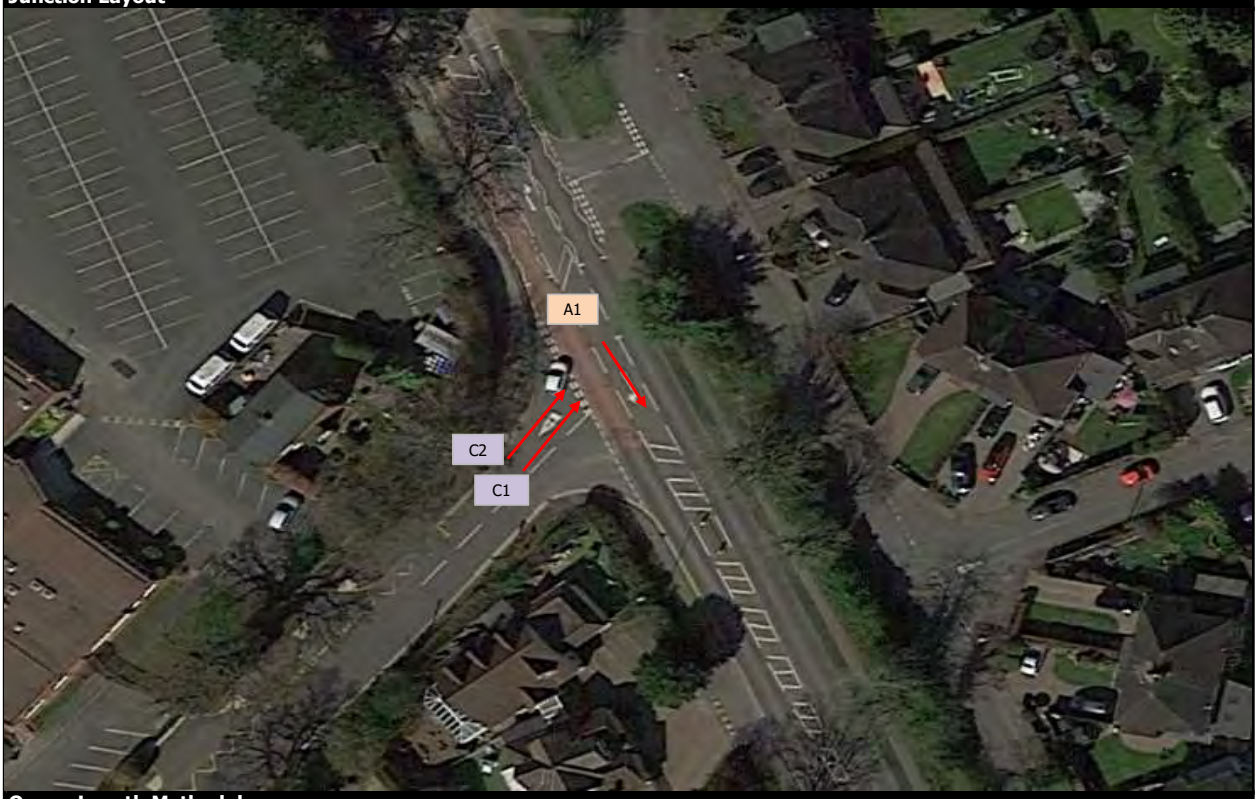
Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 3
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / Gipsy Lane
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.386339	-1.646456	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Address: Intelligent Data Collection Limited
Phone: 01234 567 890
Email: info@intelligentdata.co.uk
Web: www.intelligentdata.co.uk

All Cases Sorted

Week	Cases Sorted			Cases Sorted			Cases Sorted			Cases Sorted		
	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels
Week 1	0	0	0	0	0	0	0	0	0	0	0	0
Week 2	0	0	0	0	0	0	0	0	0	0	0	0
Week 3	0	0	0	0	0	0	0	0	0	0	0	0
Week 4	0	0	0	0	0	0	0	0	0	0	0	0
Week 5	0	0	0	0	0	0	0	0	0	0	0	0
Week 6	0	0	0	0	0	0	0	0	0	0	0	0
Week 7	0	0	0	0	0	0	0	0	0	0	0	0
Week 8	0	0	0	0	0	0	0	0	0	0	0	0
Week 9	0	0	0	0	0	0	0	0	0	0	0	0
Week 10	0	0	0	0	0	0	0	0	0	0	0	0
Week 11	0	0	0	0	0	0	0	0	0	0	0	0
Week 12	0	0	0	0	0	0	0	0	0	0	0	0
Week 13	0	0	0	0	0	0	0	0	0	0	0	0
Week 14	0	0	0	0	0	0	0	0	0	0	0	0
Week 15	0	0	0	0	0	0	0	0	0	0	0	0
Week 16	0	0	0	0	0	0	0	0	0	0	0	0
Week 17	0	0	0	0	0	0	0	0	0	0	0	0
Week 18	0	0	0	0	0	0	0	0	0	0	0	0
Week 19	0	0	0	0	0	0	0	0	0	0	0	0
Week 20	0	0	0	0	0	0	0	0	0	0	0	0
Week 21	0	0	0	0	0	0	0	0	0	0	0	0
Week 22	0	0	0	0	0	0	0	0	0	0	0	0
Week 23	0	0	0	0	0	0	0	0	0	0	0	0
Week 24	0	0	0	0	0	0	0	0	0	0	0	0
Week 25	0	0	0	0	0	0	0	0	0	0	0	0
Week 26	0	0	0	0	0	0	0	0	0	0	0	0

Cases Sorted Overall

Week	Cases Sorted			Cases Sorted			Cases Sorted			Cases Sorted		
	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels	Letters	Flats/Lrg	Parcels
Week 1	0	0	0	0	0	0	0	0	0	0	0	0
Week 2	0	0	0	0	0	0	0	0	0	0	0	0
Week 3	0	0	0	0	0	0	0	0	0	0	0	0
Week 4	0	0	0	0	0	0	0	0	0	0	0	0
Week 5	0	0	0	0	0	0	0	0	0	0	0	0
Week 6	0	0	0	0	0	0	0	0	0	0	0	0
Week 7	0	0	0	0	0	0	0	0	0	0	0	0
Week 8	0	0	0	0	0	0	0	0	0	0	0	0
Week 9	0	0	0	0	0	0	0	0	0	0	0	0
Week 10	0	0	0	0	0	0	0	0	0	0	0	0
Week 11	0	0	0	0	0	0	0	0	0	0	0	0
Week 12	0	0	0	0	0	0	0	0	0	0	0	0
Week 13	0	0	0	0	0	0	0	0	0	0	0	0
Week 14	0	0	0	0	0	0	0	0	0	0	0	0
Week 15	0	0	0	0	0	0	0	0	0	0	0	0
Week 16	0	0	0	0	0	0	0	0	0	0	0	0
Week 17	0	0	0	0	0	0	0	0	0	0	0	0
Week 18	0	0	0	0	0	0	0	0	0	0	0	0
Week 19	0	0	0	0	0	0	0	0	0	0	0	0
Week 20	0	0	0	0	0	0	0	0	0	0	0	0
Week 21	0	0	0	0	0	0	0	0	0	0	0	0
Week 22	0	0	0	0	0	0	0	0	0	0	0	0
Week 23	0	0	0	0	0	0	0	0	0	0	0	0
Week 24	0	0	0	0	0	0	0	0	0	0	0	0
Week 25	0	0	0	0	0	0	0	0	0	0	0	0
Week 26	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 4
Date of Survey:	15.09.2022
Junction Name:	A452 Kenilworth Road / Station Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 4 - 15.09.2022			

Issue Record

Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 4
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / Station Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.391783	-1.650234	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Report Name: Weekly Report Summary
Report Generated: 2022-08-15
Report Type: Weekly Report

Weekly Report

Week	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average
Week 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Continued from above

Week	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average	Calls	Minutes	Average
Week 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Week 52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 5
Date of Survey:	15.09.2022
Junction Name:	Hallmeadow Road / A452 Kenilworth Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 5 - 15.09.2022			

Issue Record

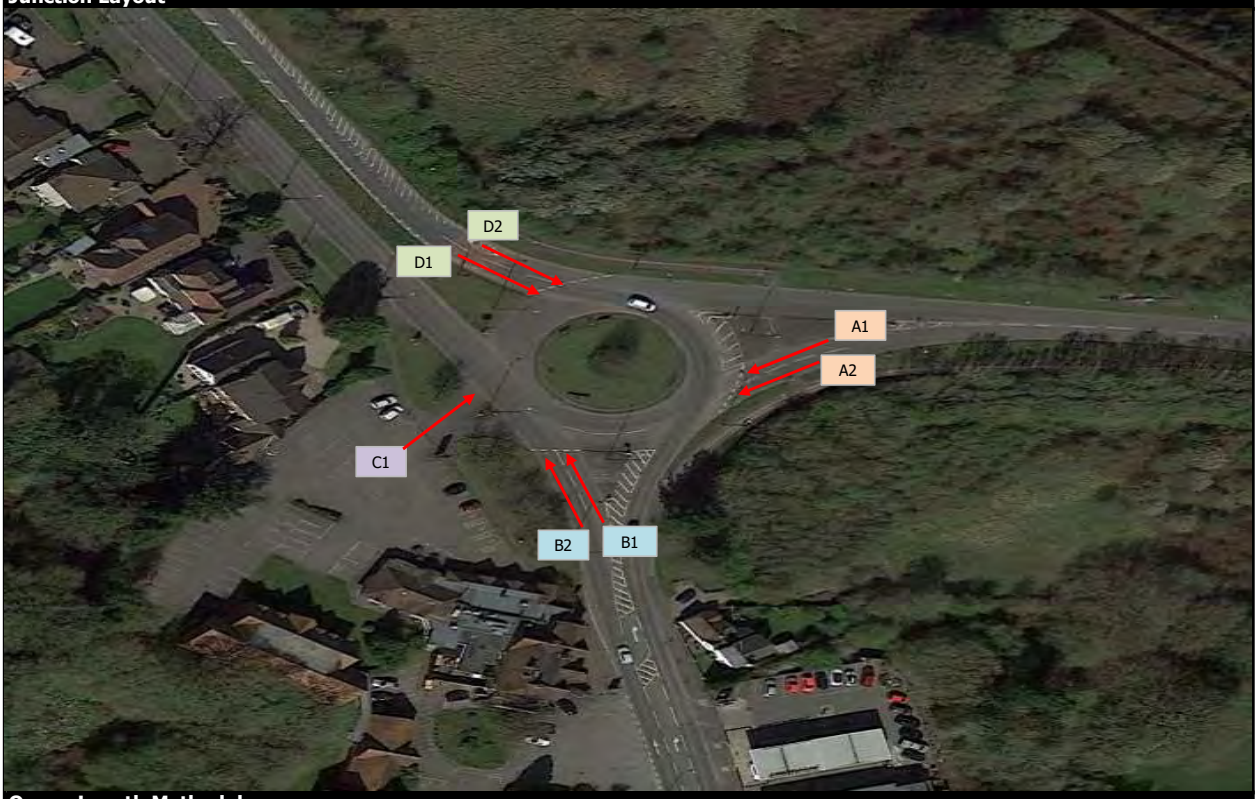
Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 5
Date of Survey: 15.09.2022
Junction Name: Hallmeadow Road / A452 Kenilworth Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.400313	-1.655601	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

No footage is available of the Arm C queues, which would likely be minimal anyway.

Intelligent Data Collection Limited

Client: [illegible]
[illegible] [illegible]
Site Number: Site 5
[illegible] [illegible]
[illegible] [illegible]
Survey Type: Queue Length Survey

AM Peak Period:

Time	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane D1				Lane D2			
	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length
07:00	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:05	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:10	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	1	15
07:15	-	-	2	12	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:20	-	-	2	12	-	-	0	0	-	-	0	0	-	-	5	30			0	0	-	-	0	0	-	-	0	0
07:25	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:30	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	15	-	-	0	0
07:35	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:40	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:45	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
07:50	-	-	2	12	-	-	1	6	-	-	0	0	-	-	1	6			0	0	-	-	0	0	-	-	0	0
07:55	-	-	2	12	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	2	12	-	-	0	0
08:00	-	-	1	6	-	-	1	6	-	-	0	0	-	-	3	18			0	0	-	-	0	0	-	-	0	0
08:05	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
08:10	-	-	0	0	-	-	0	0	-	-	0	0	-	-	1	6			0	0	-	-	0	0	-	-	0	0
08:15	-	-	0	0	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
08:20	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
08:25	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
08:30	-	-	1	6	-	-	0	0	-	-	0	0	-	-	2	12			0	0	-	-	0	0	-	-	0	0
08:35	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
08:40	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
08:45	-	-	1	6	-	-	0	0	-	-	0	0	-	-	3	18			0	0	-	-	0	0	-	-	0	0
08:50	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	2	12	-	-	0	0
08:55	-	-	1	15	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:00	-	-	0	0	-	-	2	12	-	-	0	0	-	-	2	12			0	0	-	-	0	0	-	-	0	0
09:05	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
09:10	-	-	0	0	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:15	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
09:20	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:25	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:30	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:35	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:40	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:45	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:50	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
09:55	-	-	0	0	-	-	0	0	-	-	0	0	-	-	2	21			0	0	-	-	3	18	-	-	0	0

PM Peak Period:

Time	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane D1				Lane D2			
	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length	Lights	Heavies	Total	Length
16:00	-	-	0	0	-	-	1	6	-	-	0	0	-	-	4	33			0	0	-	-	1	6	-	-	0	0
16:05	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
16:10	-	-	1	6	-	-	2	12	-	-	0	0	-	-	1	6			0	0	-	-	0	0	-	-	0	0
16:15	-	-	2	12	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
16:20	-	-	2	12	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
16:25	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	3	18	-	-	0	0
16:30	-	-	1	6	-	-	1	6	-	-	0	0	-	-	1	6			0	0	-	-	2	12	-	-	0	0
16:35	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
16:40	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	2	12	-	-	0	0
16:45	-	-	1	6	-	-	2	12	-	-	0	0	-	-	0	0			0	0	-	-	2	12	-	-	0	0
16:50	-	-	1	6	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	4	24	-	-	0	0
16:55	-	-	2	12	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
17:00	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
17:05	-	-	1	6	-	-	1	6	-	-	1	6	-	-	1	6			0	0	-	-	3	18	-	-	0	0
17:10	-	-	1	6	-	-	1	6	-	-	0	0	-	-	5	30			0	0	-	-	0	0	-	-	0	0
17:15	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
17:20	-	-	1	6	-	-	1	6	-	-	0	0	-	-	3	18			0	0	-	-	0	0	-	-	0	0
17:25	-	-	1	6	-	-	0	0	-	-	0	0	-	-	2	21			0	0	-	-	2	12	-	-	0	0
17:30	-	-	0	0	-	-	1	6	-	-	0	0	-	-	2	12			0	0	-	-	2	12	-	-	0	0
17:35	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
17:40	-	-	1	6	-	-	1	6	-	-	1	6	-	-	3	18			0	0	-	-	0	0	-	-	0	0
17:45	-	-	2	12	-	-	1	6	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
17:50	-	-	3	18	-	-	1	6	-	-	0	0	-	-	1	6			0	0	-	-	0	0	-	-	0	0
17:55	-	-	3	18	-	-	1	6	-	-	0	0	-	-	4	24			0	0	-	-	0	0	-	-	0	0
18:00	-	-	1	6	-	-	1	6	-	-	0	0	-	-	1	6			0	0	-	-	1	6	-	-	0	0
18:05	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
18:10	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
18:15	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	3	18	-	-	0	0
18:20	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	0	0
18:25	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
18:30	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
18:35	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	1	6	-	-	1	6
18:40	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0
18:45	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	3	18	-	-	0	0
18:50	-	-	0	0	-	-	0	0	-	-	0	0	-	-	2	21			0	0	-	-	0	0	-	-	0	0
18:55	-	-	1	6	-	-	0	0	-	-	0	0	-	-	0	0			0	0	-	-	0	0	-	-	0	0

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 6
Date of Survey:	15.09.2022
Junction Name:	Windmill Lane / A452 Kenilworth Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 6 - 15.09.2022			

Issue Record

Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 6
Date of Survey: 15.09.2022
Junction Name: Windmill Lane / A452 Kenilworth Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.376492	-1.636212	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Report from 19/08/2019 to 25/08/2019
Report run 26/08/2019 at 08:00
Report run by Automated Report

Wednesday 21/08

Report	Totals			
	Visits	Pages	Hits	Bandwidth
00:00	1	1	1	0.01
01:00	1	1	1	0.01
02:00	1	1	1	0.01
03:00	1	1	1	0.01
04:00	1	1	1	0.01
05:00	1	1	1	0.01
06:00	1	1	1	0.01
07:00	1	1	1	0.01
08:00	1	1	1	0.01
09:00	1	1	1	0.01
10:00	1	1	1	0.01
11:00	1	1	1	0.01
12:00	1	1	1	0.01
13:00	1	1	1	0.01
14:00	1	1	1	0.01
15:00	1	1	1	0.01
16:00	1	1	1	0.01
17:00	1	1	1	0.01
18:00	1	1	1	0.01
19:00	1	1	1	0.01
20:00	1	1	1	0.01
21:00	1	1	1	0.01
22:00	1	1	1	0.01
23:00	1	1	1	0.01
Total	24	24	24	0.24

Thursday 22/08

Report	Totals			
	Visits	Pages	Hits	Bandwidth
00:00	1	1	1	0.01
01:00	1	1	1	0.01
02:00	1	1	1	0.01
03:00	1	1	1	0.01
04:00	1	1	1	0.01
05:00	1	1	1	0.01
06:00	1	1	1	0.01
07:00	1	1	1	0.01
08:00	1	1	1	0.01
09:00	1	1	1	0.01
10:00	1	1	1	0.01
11:00	1	1	1	0.01
12:00	1	1	1	0.01
13:00	1	1	1	0.01
14:00	1	1	1	0.01
15:00	1	1	1	0.01
16:00	1	1	1	0.01
17:00	1	1	1	0.01
18:00	1	1	1	0.01
19:00	1	1	1	0.01
20:00	1	1	1	0.01
21:00	1	1	1	0.01
22:00	1	1	1	0.01
23:00	1	1	1	0.01
Total	24	24	24	0.24

Intelligent Data Collection Limited
Balsall Common

Client:	Phil Jones Associates
Project Number:	ID06678
Site Number:	Site 7
Date of Survey:	15.09.2022
Junction Name:	A452 Kenilworth Road / A4177 Meer End Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	26.09.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - Queue Site 7 - 15.09.2022			

Issue Record

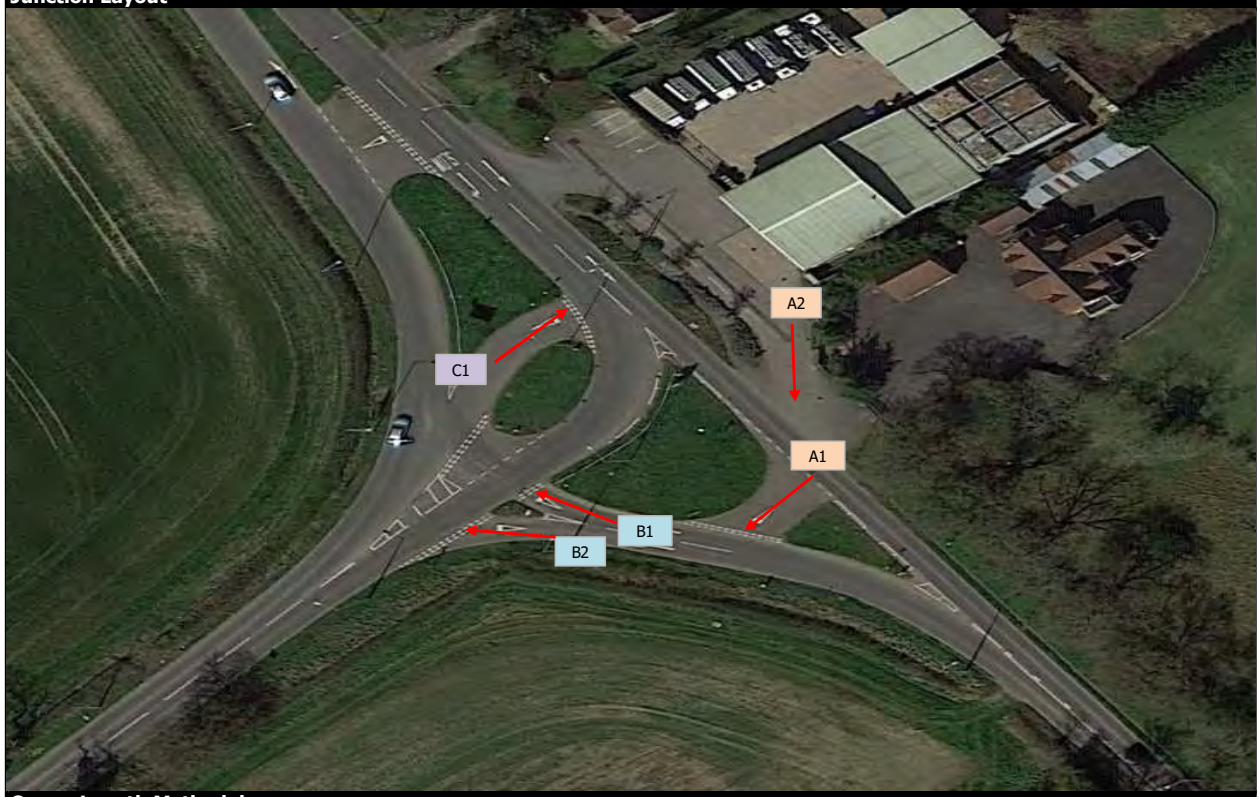
Issued to	Date 27.09.2022			
Beth Street	E-mail			

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06678
Site Number: Site 7
Date of Survey: 15.09.2022
Junction Name: A452 Kenilworth Road / A4177 Meer End Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.373811	-1.632986	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Sunny Intervals	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Report Run: Wednesday, 27 August 2025 at 10:00
Report Period Start: 01 July 2025
Report Period End: 31 July 2025

Individual Results

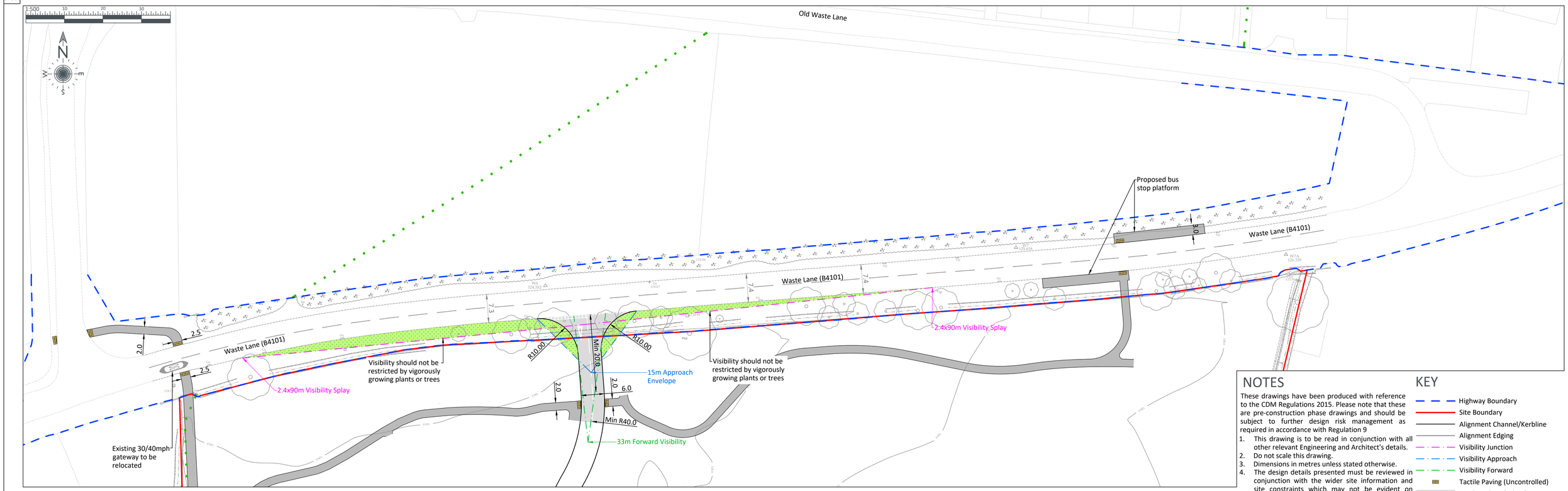
Player	Round 1			Round 2			Round 3			Round 4			Round 5		
	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative
Player 1	71	36	36	73	34	70	70	38	108	72	35	143	74	33	176
Player 2	73	34	34	71	36	70	72	35	105	70	37	142	73	34	176
Player 3	72	35	35	74	33	68	71	36	104	73	34	138	72	35	173
Player 4	74	33	33	72	35	68	73	34	102	71	36	138	74	33	171
Player 5	70	37	37	75	32	69	74	33	102	76	31	133	75	32	165
Player 6	75	32	32	70	37	69	75	32	101	74	33	134	76	31	165
Player 7	76	31	31	76	31	62	76	31	93	77	30	123	77	30	153
Player 8	77	30	30	77	30	60	77	30	90	78	29	119	78	29	148
Player 9	78	29	29	78	29	58	78	29	87	79	28	115	79	28	143
Player 10	79	28	28	79	28	56	79	28	84	80	27	111	80	27	138
Player 11	80	27	27	80	27	54	80	27	81	81	26	107	81	26	133
Player 12	81	26	26	81	26	52	81	26	78	82	25	103	82	25	128
Player 13	82	25	25	82	25	50	82	25	75	83	24	99	83	24	123
Player 14	83	24	24	83	24	48	83	24	72	84	23	95	84	23	118
Player 15	84	23	23	84	23	46	84	23	69	85	22	91	85	22	113
Player 16	85	22	22	85	22	44	85	22	66	86	21	87	86	21	108
Player 17	86	21	21	86	21	42	86	21	63	87	20	83	87	20	103
Player 18	87	20	20	87	20	40	87	20	60	88	19	79	88	19	98
Player 19	88	19	19	88	19	38	88	19	57	89	18	75	89	18	93
Player 20	89	18	18	89	18	36	89	18	54	90	17	71	90	17	88

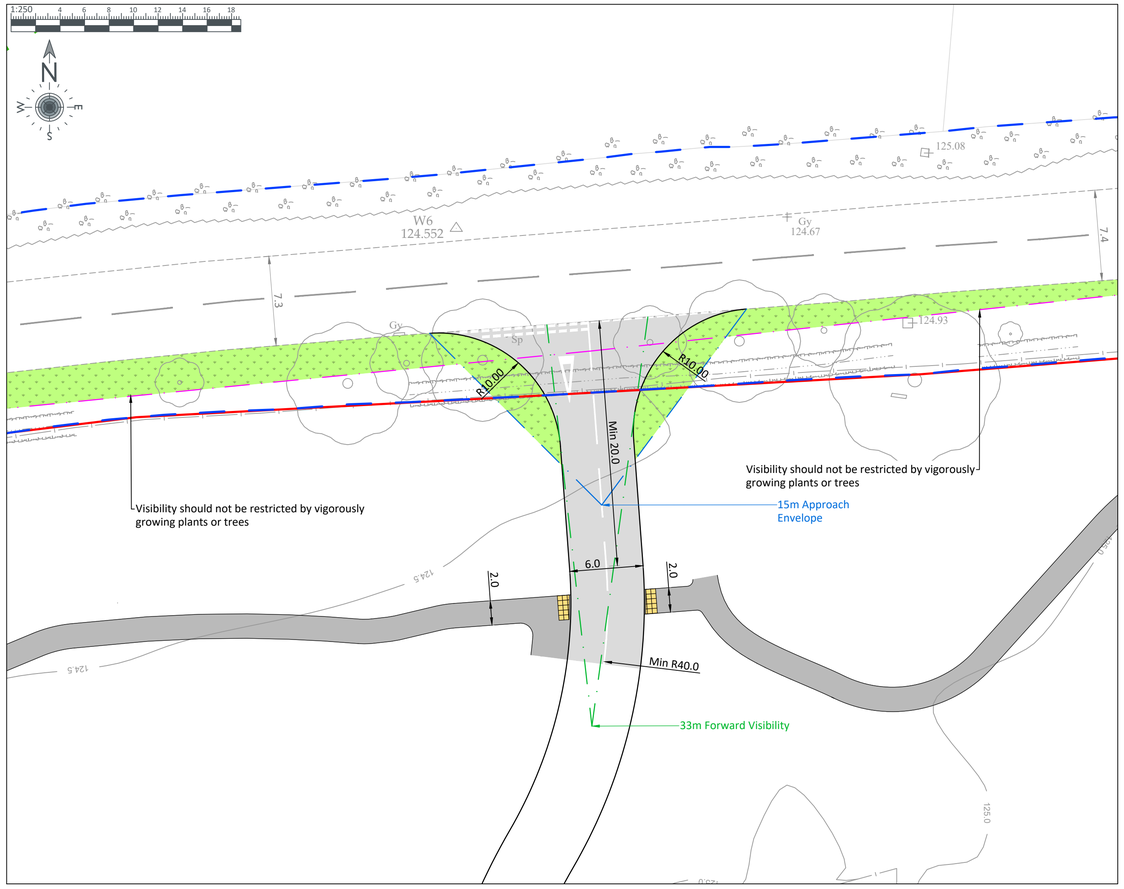
Cumulative Leaderboard

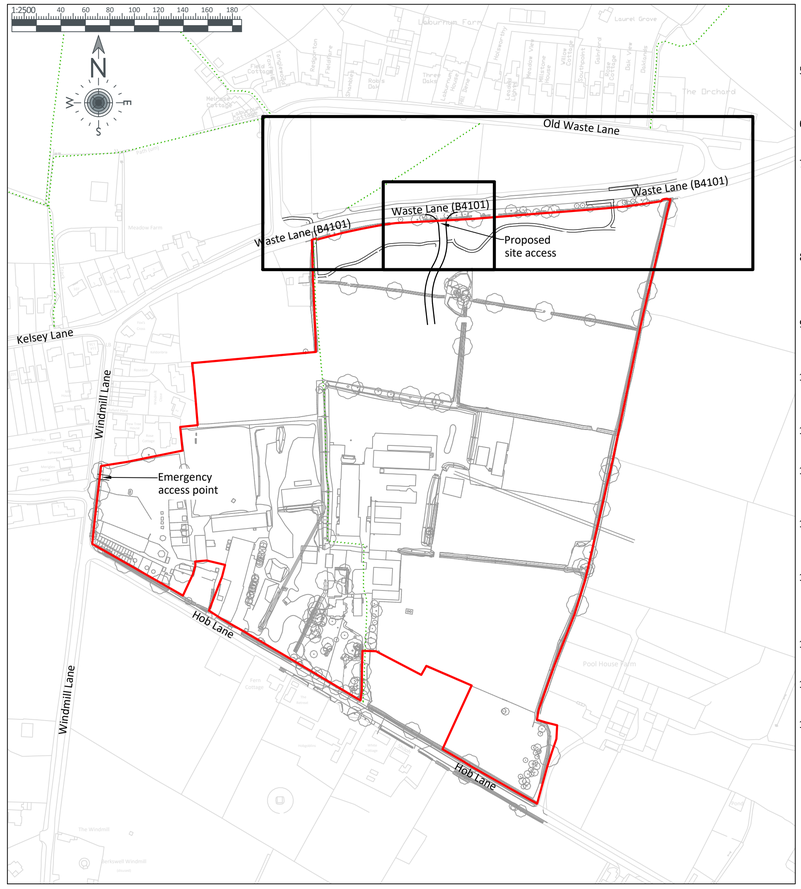
Player	Round 1			Round 2			Round 3			Round 4			Round 5		
	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative	Strokes	Stableford	Cumulative
Player 1	71	36	36	73	34	70	70	38	108	72	35	143	74	33	176
Player 2	73	34	34	71	36	70	72	35	105	70	37	142	73	34	176
Player 3	72	35	35	74	33	68	71	36	104	73	34	138	72	35	173
Player 4	74	33	33	72	35	68	73	34	102	71	36	138	74	33	171
Player 5	70	37	37	75	32	69	74	33	102	76	31	133	75	32	165
Player 6	75	32	32	70	37	69	75	32	101	74	33	134	76	31	165
Player 7	76	31	31	76	31	62	76	31	93	77	30	123	77	30	153
Player 8	77	30	30	77	30	60	77	30	90	78	29	119	78	29	148
Player 9	78	29	29	78	29	58	78	29	87	79	28	115	79	28	143
Player 10	79	28	28	79	28	56	79	28	84	80	27	111	80	27	138
Player 11	80	27	27	80	27	54	80	27	81	81	26	107	81	26	133
Player 12	81	26	26	81	26	52	81	26	78	82	25	103	82	25	128
Player 13	82	25	25	82	25	50	82	25	75	83	24	99	83	24	123
Player 14	83	24	24	83	24	48	83	24	72	84	23	95	84	23	118
Player 15	84	23	23	84	23	46	84	23	69	85	22	91	85	22	113
Player 16	85	22	22	85	22	44	85	22	66	86	21	87	86	21	108
Player 17	86	21	21	86	21	42	86	21	63	87	20	83	87	20	103
Player 18	87	20	20	87	20	40	87	20	60	88	19	79	88	19	98
Player 19	88	19	19	88	19	38	88	19	57	89	18	75	89	18	93
Player 20	89	18	18	89	18	36	89	18	54	90	17	71	90	17	88

Appendix E Access Drawings

A1







NOTES

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1. This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
2. Do not scale this drawing.
3. Dimensions in metres unless stated otherwise.
4. The design details presented must be reviewed in conjunction with the wider site information and site constraints which may not be evident on drawing and must be requested if not already provided. This includes, but not limited to, ground conditions (geotechnical and geo-environmental), groundwater levels, buried services, remnant obstructions, ecology, tree protection and topography.
5. The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.
6. All work is to be carried out in accordance with current British Standards, Building Regulations and NHBC Standards.
7. It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the C.D.M. Regulations 2015. The Contractor will be deemed to have allowed for full compliance, including full liaison with the CDM Co-ordinator, within his rates.
8. Any existing details which are shown on this drawing are for guidance only and are to be checked on site by the contractor. Any variations are to be recorded and reported to the engineer immediately.
9. Before work commences contractor should consult the engineer and the SI report regarding any contamination issues. All necessary Health and Safety measures to be taken.
10. This drawing is based on topographical survey data (file reference 32958_T_REV 0.dwg), produced by Greenhatch in March 2019 & Ordanance Survey data, licence 100022432.
11. The junction has been designed in accordance with 'Manual for Streets (MfS)' & 'Solihull MBC Developers Design and Adoption Guide' 2020.
12. Residual risk items not shown - to be reviewed as project information becomes available and incorporated in to the design and added to drawing prior to technical submission.
13. Stopping Sight Distances have been drawn to CD109. Sight distances can be shown more accurately once an ATC speed survey has been undertaken.
14. Visibility should not be restricted by Vigerously growing plants or trees. The types of landscaping within the visibility splays shall be restricted to properly laid grassed areas / or low growing shrubs <0.6m in height.
15. Tactile paving to be provided at all pedestrian crossing inline with 'Guidance on the use of Tactile Paving Surfaces' 2021.
16. Highway boundary received from Solihull Metropolitan Borough Council in July 2022. Drawn to OS feature lines.
17. Kerb radii have been assumed as 10m. Design guidance 'Solihull MBC Developers Design and Adoption Guide' specifies 10.5m which isn't a standard kerb type.

KEY

- Highway Boundary
- Site Boundary
- Alignment Channel/Kerbline
- Alignment Edging
- Visibility Junction
- Visibility Approach
- Visibility Forward
- Tactile Paving (Uncontrolled)
- Road Marking (White)
- Carriageway
- Footway
- Grass Verge
- Existing Public Rights of Way

PRELIMINARY SCHEME

For comment and review only.
Design is based upon information available at the time.
Design is subject to full review as additional information becomes available.
Design is subject to full review upon receipt of comments from

- Development Control
- LA Planning Authority
- Environment Agency
- LA Highways Department
- Sewerage Undertaker

Until Technical Approval has been obtained from the relevant Local Authorities or Statutory Bodies, it should be understood that all drawings are issued as preliminary and NOT for Construction. Should the Contractor and / or Employer commence work prior to approval being given, it is entirely at their own Risk

REV	DATE	REVISION NOTE	BY
P2	21.06.23	Plan updated to suit latest masterplan	JAL
P1	16.08.22	Access relocated for masterplan requirements	JAL

PJA
Seven House - High Street
Longbridge - Birmingham
B31 2UQ - Tel: 0121 475 0234
Birmingham - Bristol
Exeter - London - Reading
pja.co.uk

CLIENT: Barwood Development

PROJECT: Pheasant Oak Farm, Balsall Common

DRAWING TITLE: Site Access Proposal

DRAWING ISSUE STATUS: INFORMATION

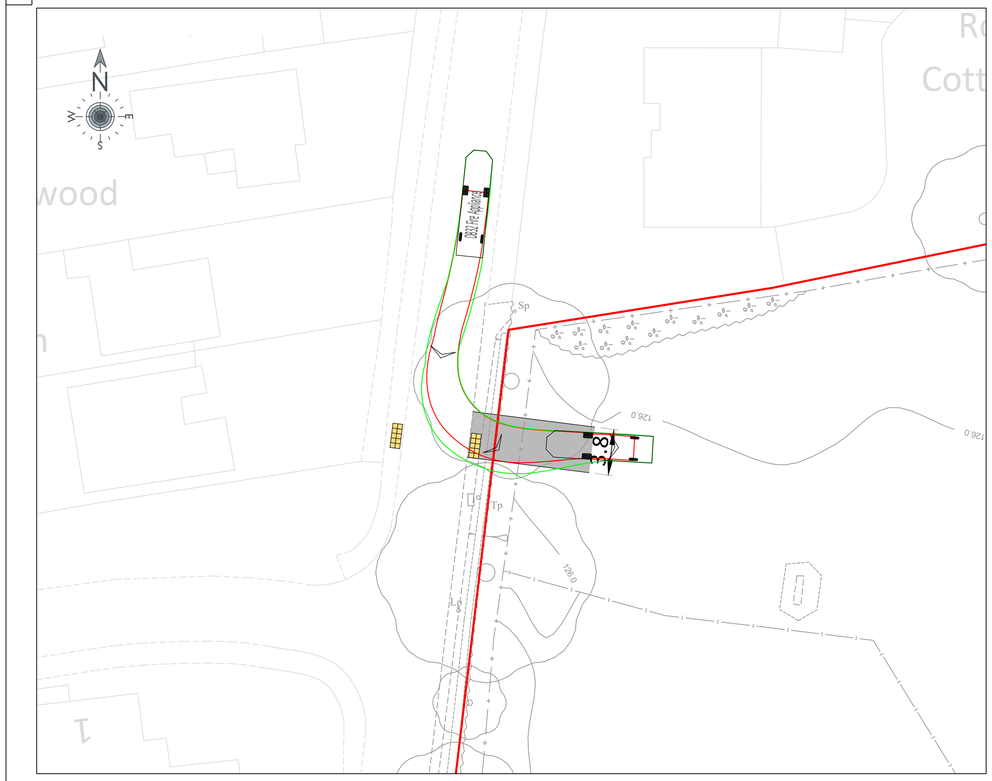
PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A -	0101 -	P2

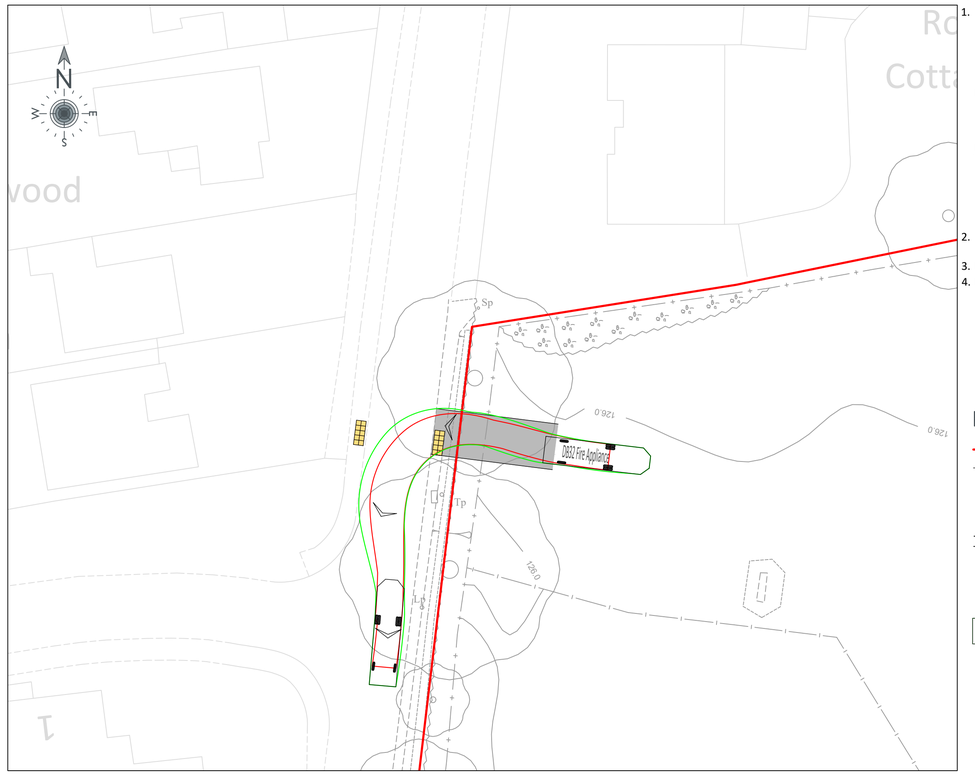
Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A1@As Shown	JAL	AN	09.08.22

A1





TRACKING NOTES

1. The design vehicle that has been considered in the swept path analysis has been listed below and the relevant vehicle profile is included to highlight the vehicle dimensions. The vehicle profile selected below have the most onerous swept path criteria for both British and European standards. Therefore, the swept path presented is robust and provide comfort that the junction manoeuvres for the typical vehicle below can be satisfied.

   British Design Vehicles - DB32

   Medium Sized Vehicle

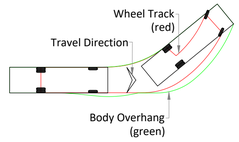
   - Emergency vehicle - DB32 Fire Appliance*

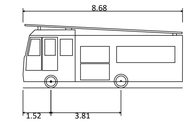
   **design vehicles to be confirmed with the client and local authority and alternative vehicles may need to be used.*
2. The vehicle swept paths have been tracked at 5 mph
3. No offsets have been considered.
4. Design approach/summary/assumptions;
   - Vehicle movements into and out of the proposed access junction intrude into the opposing lanes. The vehicle movements of these large vehicles are predicted to be infrequent and gaps in the traffic will need to be negotiated to carry out the movements into or out of the proposed junction.

KEY

- Site Boundary
- Alignment Edging
- Tactile Paving (Uncontrolled)
- Vehicle Crossover

Typical Vehicle Track





DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NOTES

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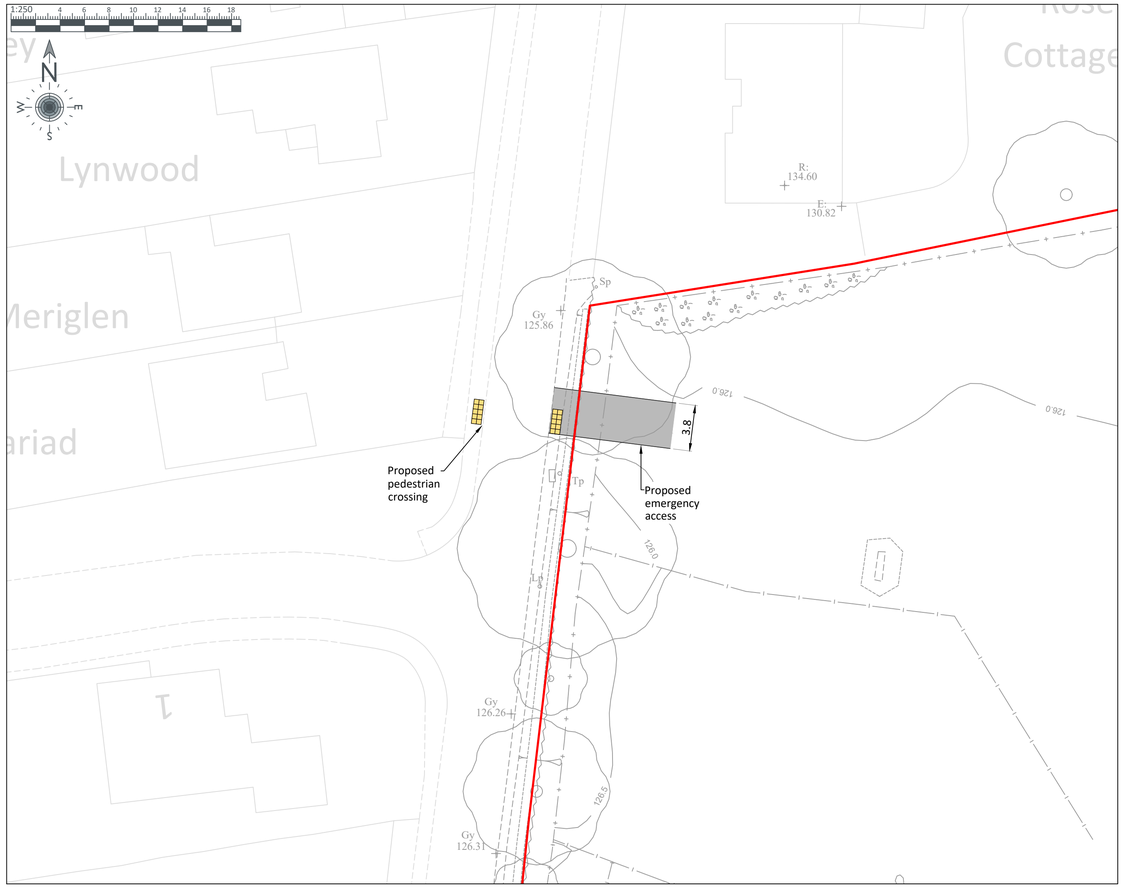
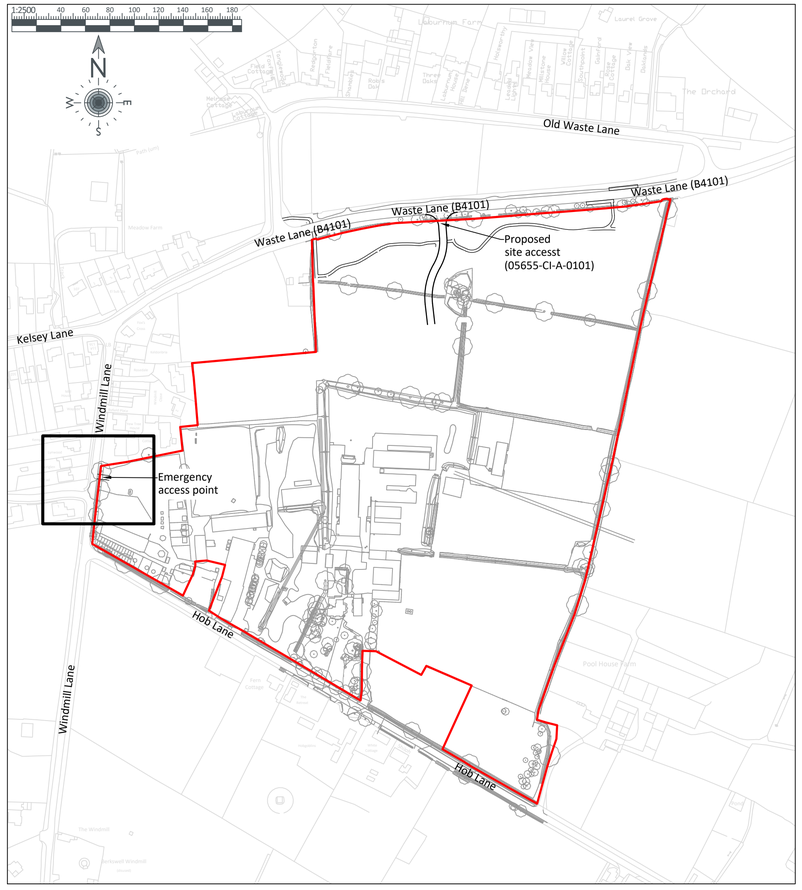
10. This drawing is based on topographical survey data (file reference 32958_T_REV 0.dwg), produced by Greenhatch in March 2019 & Ordanance Survey data, licence 100022432.
11. Residual risk items not shown - to be reviewed as project information becomes available and incorporated in to the design and added to drawing prior to technical submission.
12. Visibility should not be restricted by Vigerously growing plants or trees. The types of landscaping within the visibility splays shall be restricted to properly laid grassed areas / or low growing shrubs <0.6m in height.
13. Tactile paving to be provided at all pedestrian crossing inline with 'Guidance on the use of Tactile Paving Surfaces' 2021.





PRELIMINARY SCHEME
For comment and review only.
Design is based upon information available at the time.
Design is subject to full review as additional information becomes available.
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- Development Control
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REV	DATE	REVISION NOTE	BY

PJA
Seven House - High Street
Longbridge - Birmingham
B31 2UQ - Tel: 0121 475 0234
Birmingham - Bristol
Exeter - London - Reading
pja.co.uk

CLIENT
Barwood Development

PROJECT
Pheasant Oak Farm,
Balsall Common

DRAWING TITLE
Emergency Access Proposal

DRAWING ISSUE STATUS
INFORMATION

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A -	0105 -	PI

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
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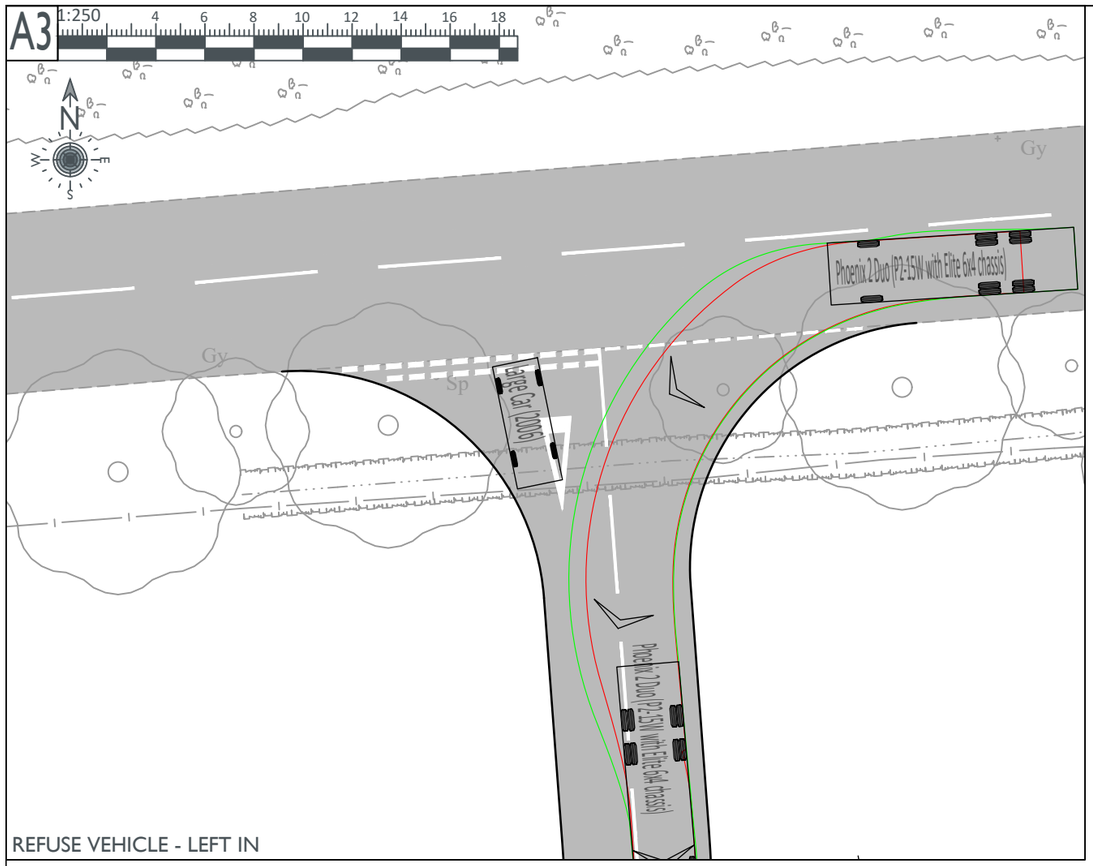

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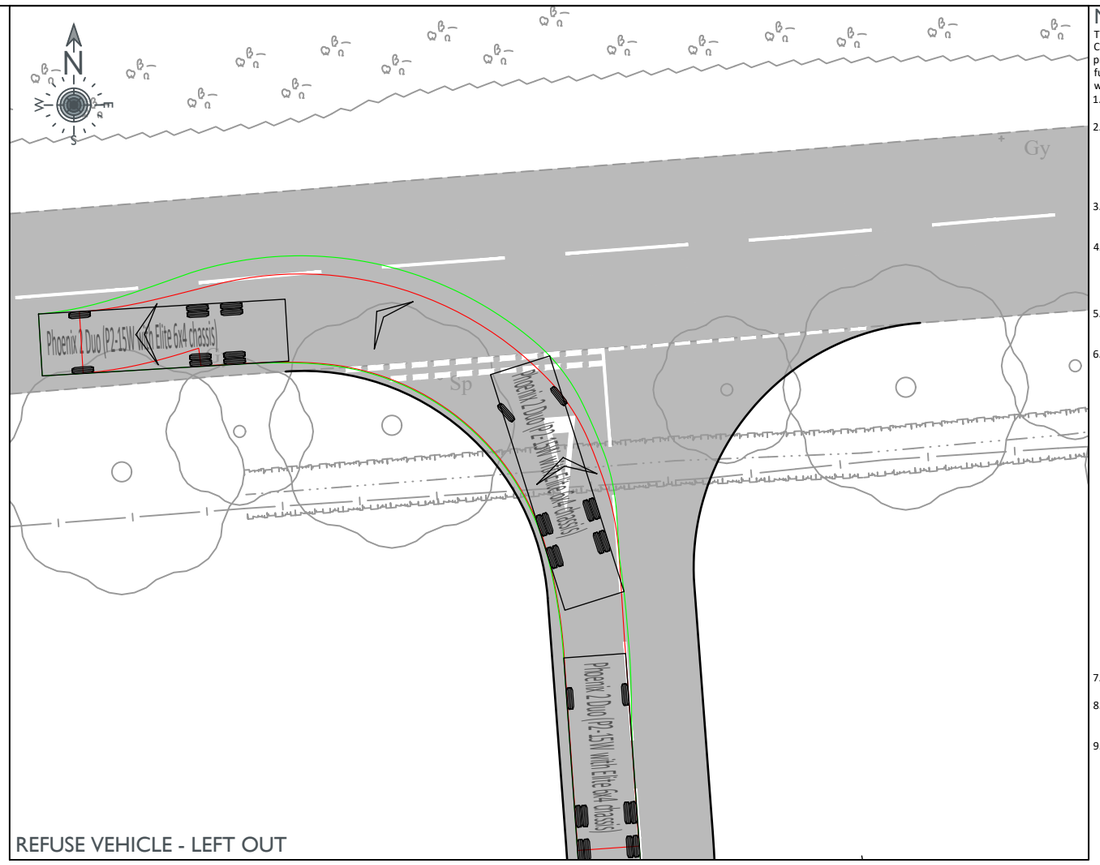

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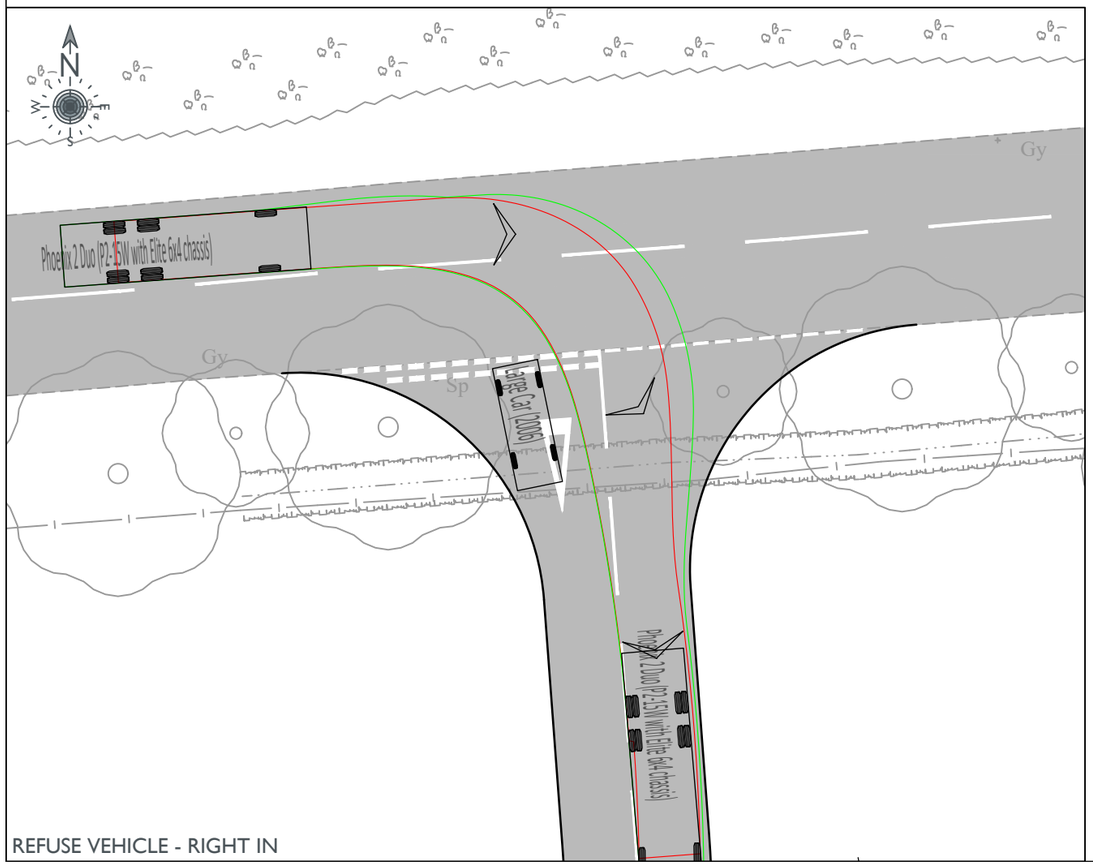

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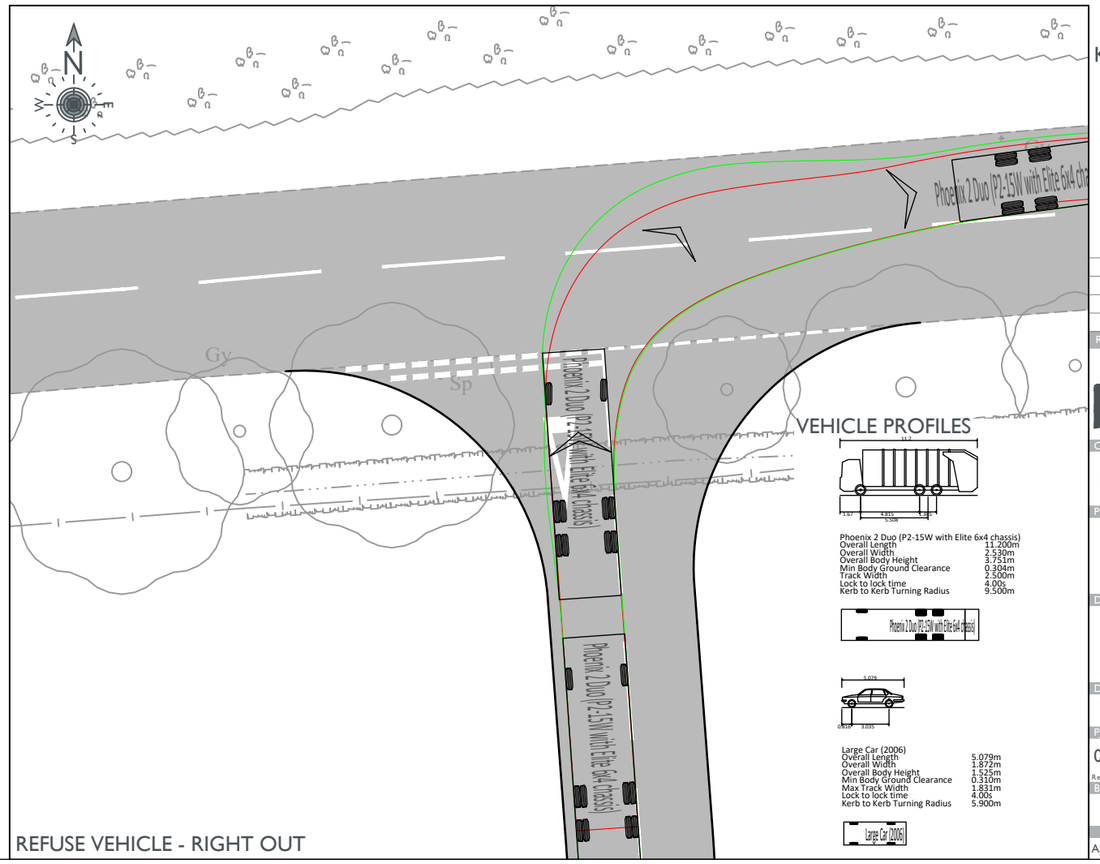

REFUSE VEHICLE - RIGHT OUT

NOTES

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1. This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
2. The purpose of this drawing is to display the various design vehicle swept paths manoeuvring through the proposed junction. The drawing is for discussion purposes only, with the design subject to further design development, modelling assessment, data collection and consideration of constraints.
3. The concept design is based on topographical survey data, '32958_T_REV 0.dwg', produced by Greenhatch in March 2019.
4. The concept alignment and junction has been based on DMRB CD109, CD123, MfS, local authority design standards, existing road conditions and the vehicle swept paths presented have informed/validated the proposed geometry of the junction.
5. The design geometrical parameters are presented on the supporting geometry plan with drawing reference 05655-CI-A-0101.
6. The design vehicles that have been considered in the swept path analysis have been listed below and the relevant vehicle profiles are included to highlight the vehicle dimensions. The vehicle profiles selected below have the most onerous swept path criteria for both British and European standards. Therefore, the swept paths presented are robust and provide comfort that the junction manoeuvres for the typical vehicles below can be satisfied.

European Design Vehicles

Small Sized Vehicles

- Large Car (2006)

Medium Sized Vehicles

- 7.5t Box Van

Large Sized Vehicles

- Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis)*
- Delivery vehicle - Pantechnicon / Removals Van

British Design Vehicles - DB32

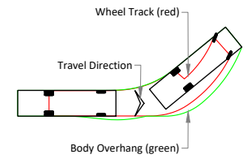
Medium Sized Vehicle

- Emergency vehicle - DB32 Fire Appliance*

**design vehicles to be confirmed with the client and local authority and alternative vehicles may need to be used.*

7. The vehicle swept paths have been tracked at 10 mph, unless states otherwise.
8. Offsets to the channel of the proposed road alignments have been maintained for all vehicle manoeuvres at 0.25m.
9. Design approach/summary/assumptions;
   - The proposed simple priority junction design allows unrestricted vehicle swept path movements of small and medium sized vehicles in and out of the junction. The vehicle movements do not significantly intrude into the opposing lane to access or egress the junction.
   - Large vehicle movements into and out of the proposed access junction intrude into the opposing lanes. The vehicle movements of these large vehicles are predicted to be infrequent and gaps in the traffic will need to be negotiated to carry out the movements into or out of the proposed junction.

KEY



VEHICLE PROFILES

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION NOTE	BY

PJA

Birmingham - Bristol
Cambridge - London
Manchester - Reading
Melbourne - Perth

pja.co.uk

CLIENT

Barwood Development

PROJECT

Pheasant Oak Farm,
Balsall Common

DRAWING TITLE

Refuse Vehicle
Swept Path Analysis

DRAWING ISSUE STATUS

INFORMATION

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A	- 0110 -	P1

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

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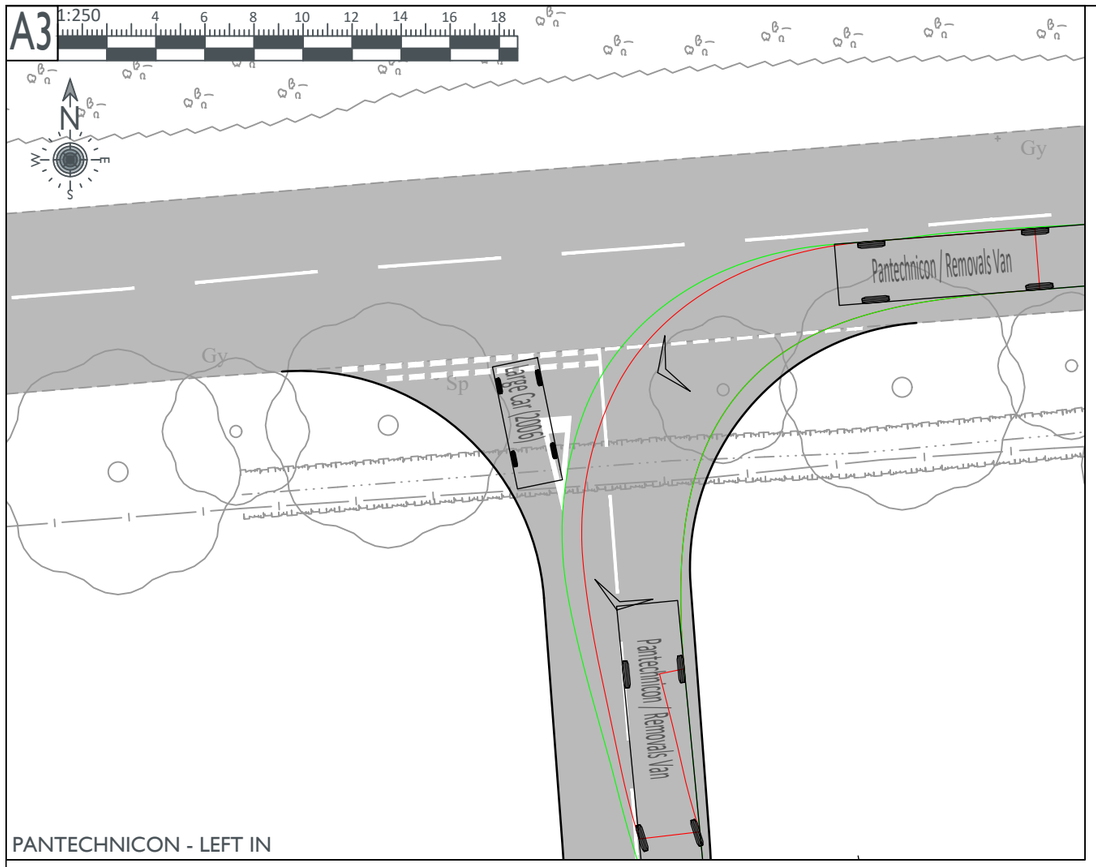

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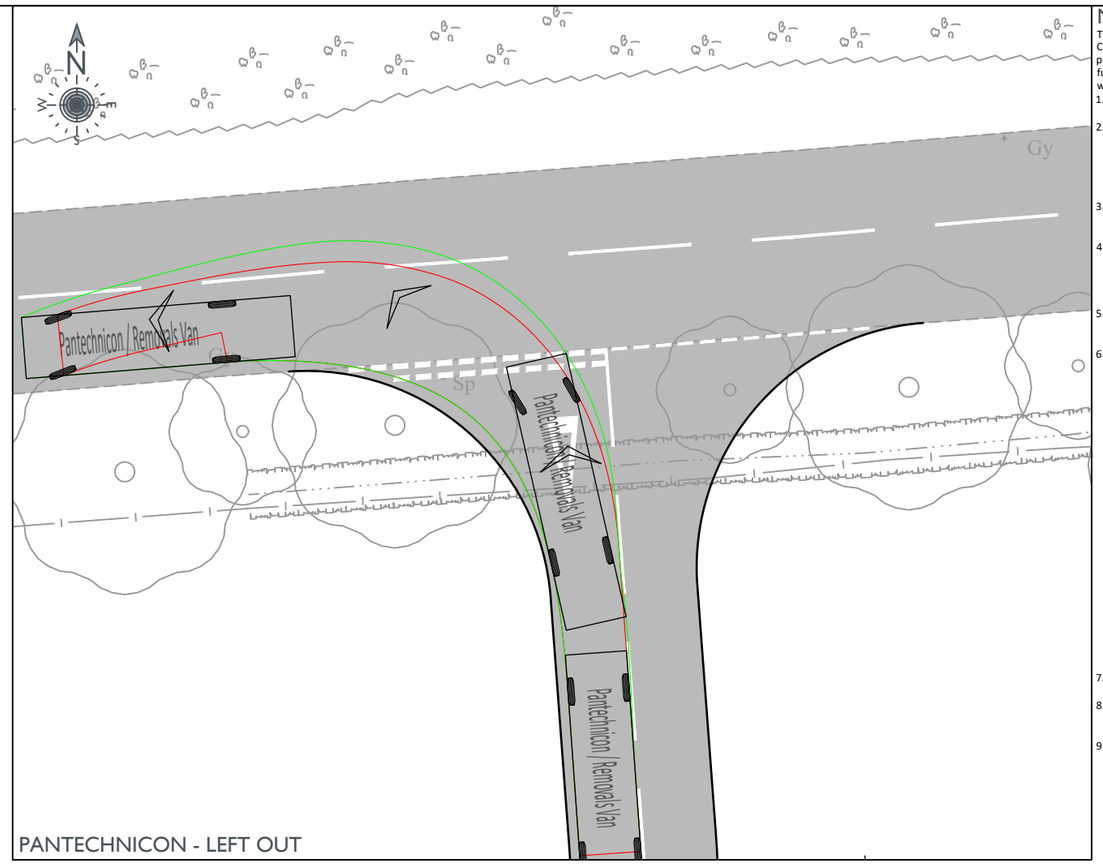

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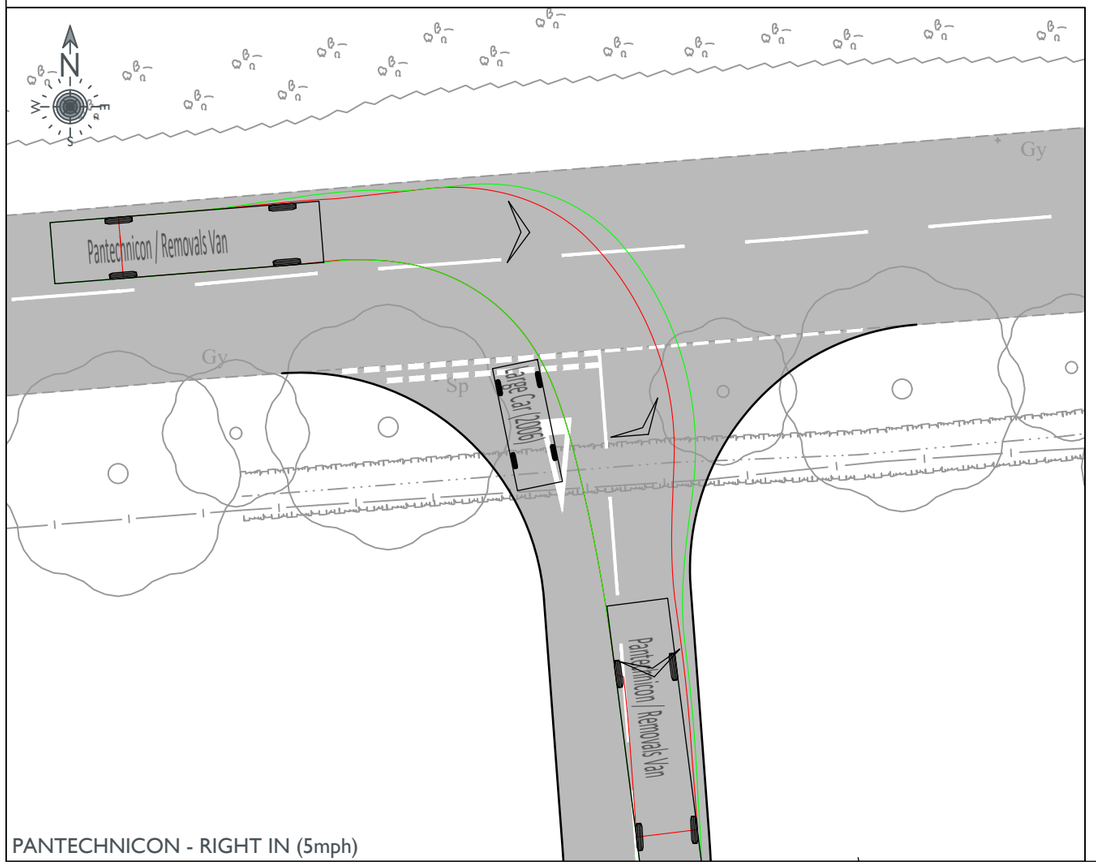
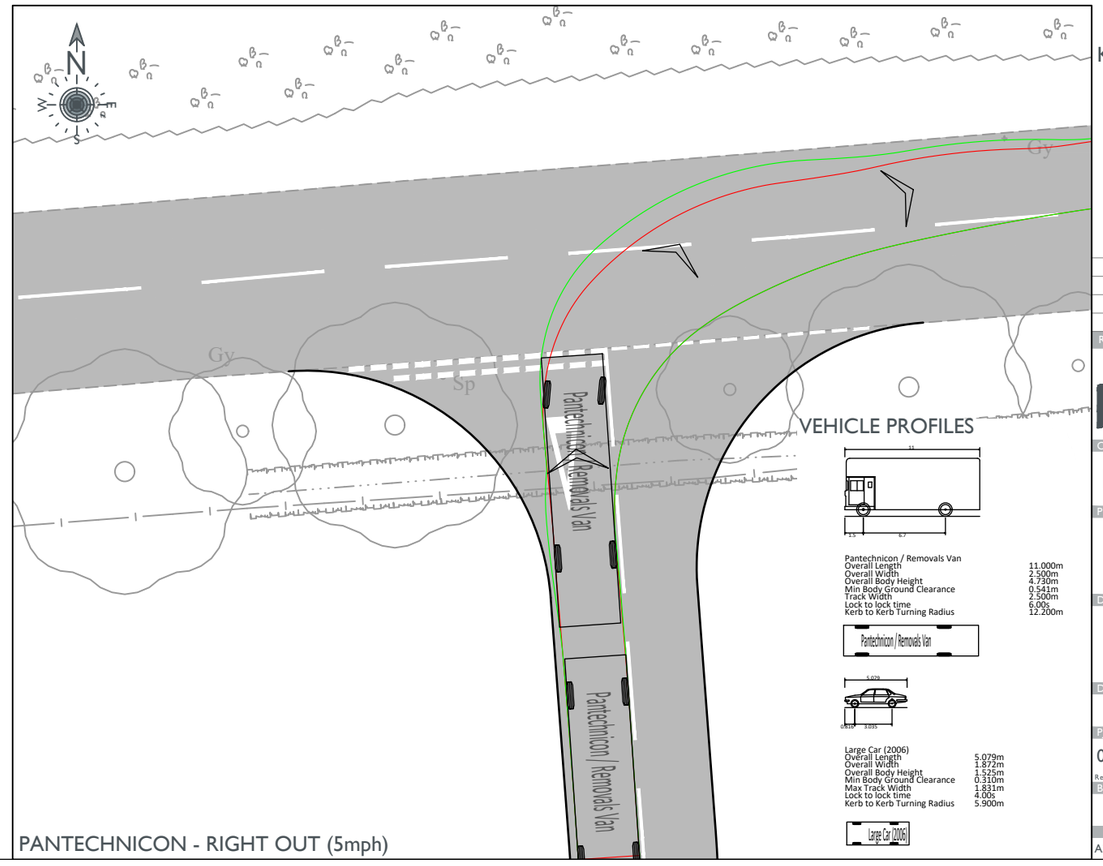


PANTECHNICON - RIGHT IN (5mph)



PANTECHNICON - RIGHT OUT (5mph)

NOTES

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4. The concept alignment and junction has been based on DMRB CD109, CD123, MfS, local authority design standards, existing road conditions and the vehicle swept paths presented have informed/validated the proposed geometry of the junction.
5. The design geometrical parameters are presented on the supporting geometry plan with drawing reference 05655-CI-A-0101.
6. The design vehicles that have been considered in the swept path analysis have been listed below and the relevant vehicle profiles are included to highlight the vehicle dimensions. The vehicle profiles selected below have the most onerous swept path criteria for both British and European standards. Therefore, the swept paths presented are robust and provide comfort that the junction manoeuvres for the typical vehicles below can be satisfied.

<u>European Design Vehicles</u>

Small Sized Vehicles

- Large Car (2006)

Medium Sized Vehicles

- 7.5t Box Van

Large Sized Vehicles

- Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis)*
- Delivery vehicle - Pantechnicon / Removals Van

<u>British Design Vehicles - DB32</u>

Medium Sized Vehicle

- Emergency vehicle - DB32 Fire Appliance*

**design vehicles to be confirmed with the client and local authority and alternative vehicles may need to be used.*

7. The vehicle swept paths have been tracked at 10 mph, unless states otherwise.
8. Offsets to the channel of the proposed road alignments have been maintained for all vehicle manoeuvres at 0.25m.
9. Design approach/summary/assumptions;
   - The proposed simple priority junction design allows unrestricted vehicle swept path movements of small and medium sized vehicles in and out of the junction. The vehicle movements do not significantly intrude into the opposing lane to access or egress the junction.
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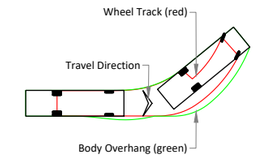
KEY



VEHICLE PROFILES

Pantechnicon / Removals Van	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.200m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION NOTE	BY

PJA

Birmingham · Bristol
Cambridge · London
Manchester · Reading
Melbourne · Perth

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CLIENT

Barwood Development

PROJECT

Pheasant Oak Farm,
Balsall Common

DRAWING TITLE

Pantechnicon
Swept Path Analysis

DRAWING ISSUE STATUS

INFORMATION

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A -	0111 -	PI

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
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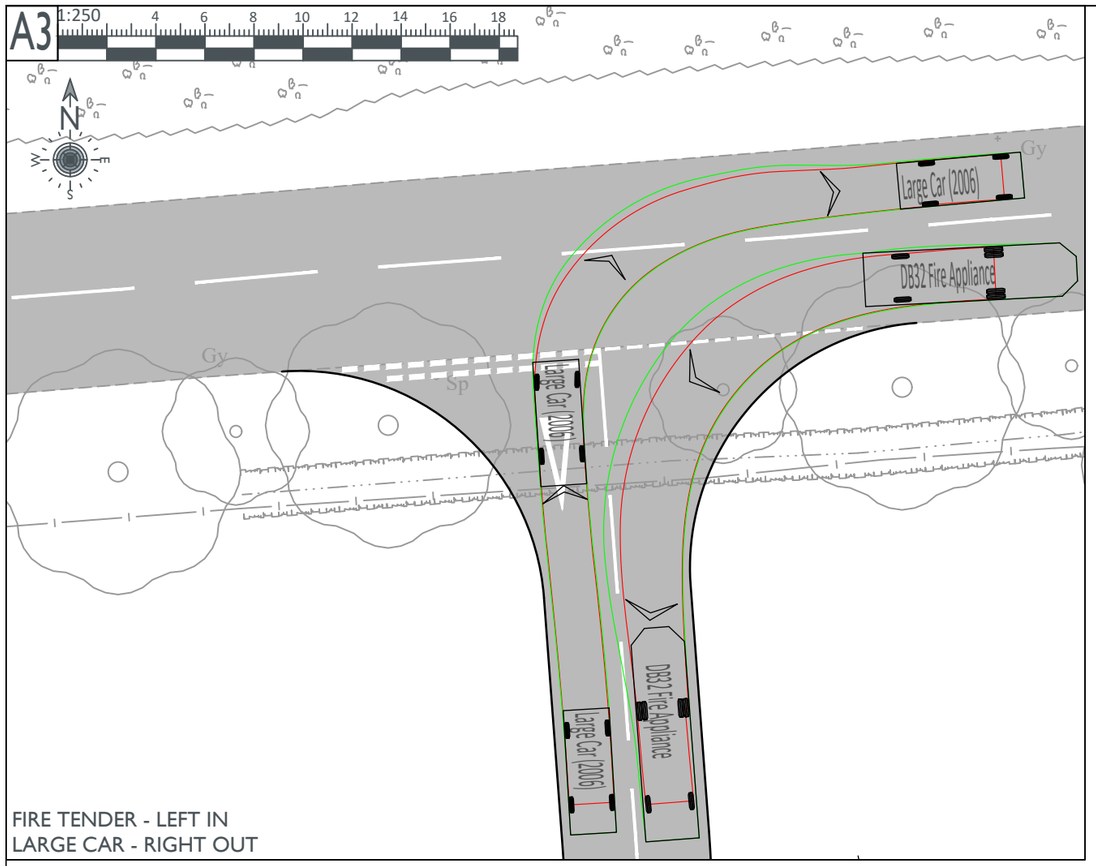
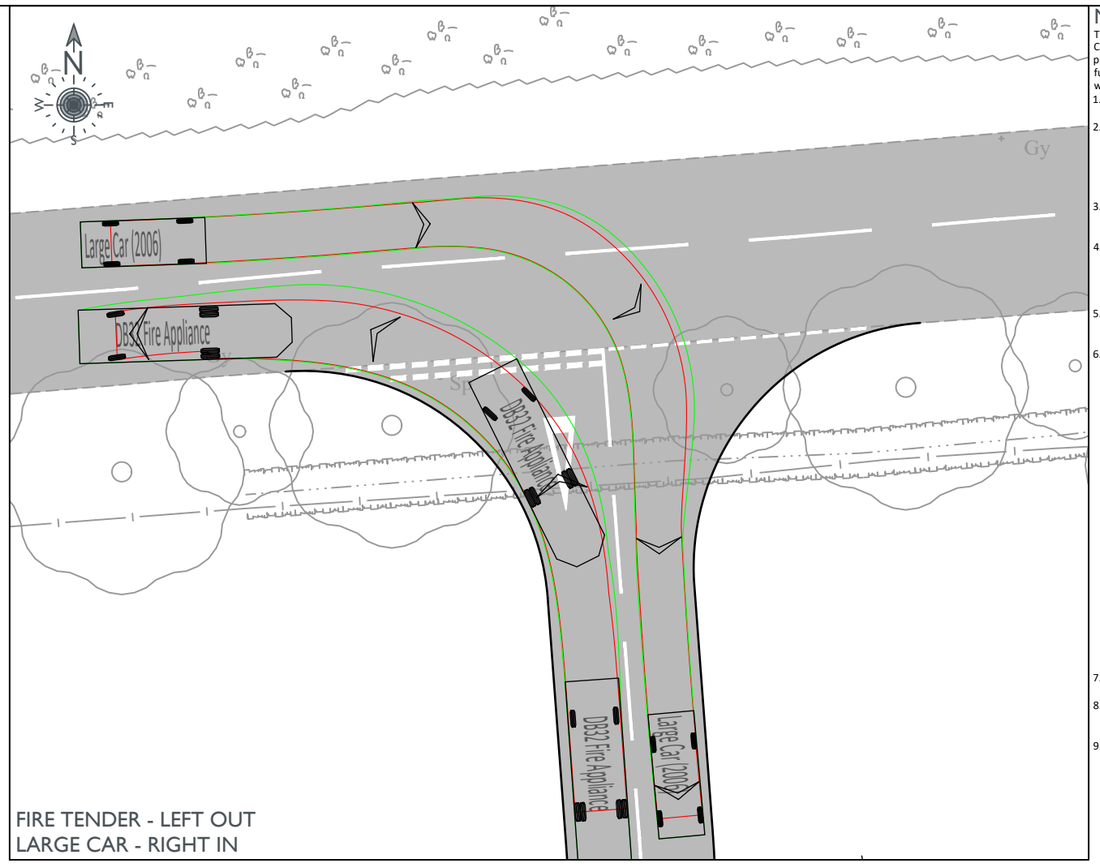
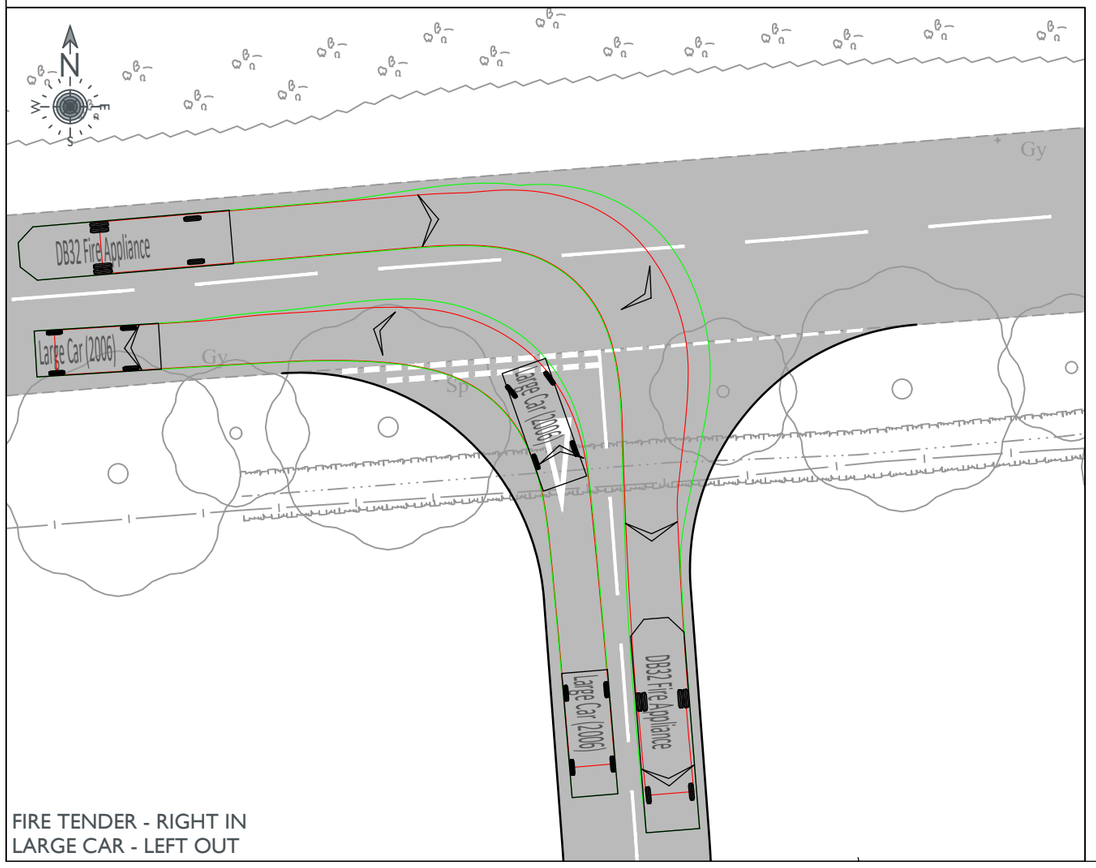


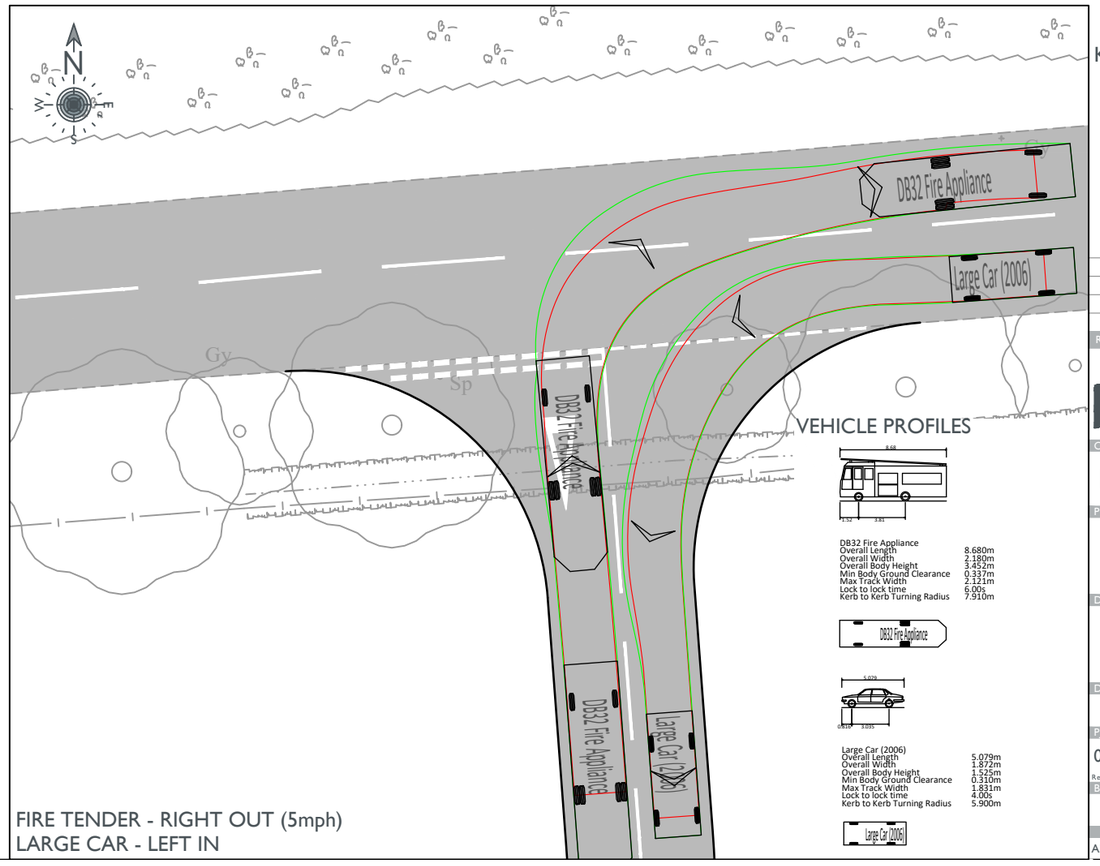
FIRE TENDER - LEFT IN
LARGE CAR - RIGHT OUT



FIRE TENDER - LEFT OUT
LARGE CAR - RIGHT IN



FIRE TENDER - RIGHT IN
LARGE CAR - LEFT OUT



FIRE TENDER - RIGHT OUT (5mph)
LARGE CAR - LEFT IN

NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
2. The purpose of this drawing is to display the various design vehicle swept paths manoeuvring through the proposed junction. The drawing is for discussion purposes only, with the design subject to further design development, modelling assessment, data collection and consideration of constraints.
3. The concept design is based on topographical survey data, '32958_T_REV 0.dwg', produced by Greenhatch in March 2019.
4. The concept alignment and junction has been based on DMRB CD109, CD123, MfS, local authority design standards, existing road conditions and the vehicle swept paths presented have informed/validated the proposed geometry of the junction.
5. The design geometrical parameters are presented on the supporting geometry plan with drawing reference 05655-CI-A-0101.
6. The design vehicles that have been considered in the swept path analysis have been listed below and the relevant vehicle profiles are included to highlight the vehicle dimensions. The vehicle profiles selected below have the most onerous swept path criteria for both British and European standards. Therefore, the swept paths presented are robust and provide comfort that the junction manoeuvres for the typical vehicles below can be satisfied.

<u>European Design Vehicles</u>

Small Sized Vehicles

- Large Car (2006)

Medium Sized Vehicles

- 7.5t Box Van

Large Sized Vehicles

- Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis)*
- Delivery vehicle - Pantechnicon / Removals Van

<u>British Design Vehicles - DB32</u>

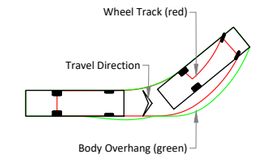
Medium Sized Vehicle

- Emergency vehicle - DB32 Fire Appliance*

**design vehicles to be confirmed with the client and local authority and alternative vehicles may need to be used.*

7. The vehicle swept paths have been tracked at 10 mph, unless states otherwise.
8. Offsets to the channel of the proposed road alignments have been maintained for all vehicle manoeuvres at 0.25m.
9. Design approach/summary/assumptions;
   - The proposed simple priority junction design allows unrestricted vehicle swept path movements of small and medium sized vehicles in and out of the junction. The vehicle movements do not significantly intrude into the opposing lane to access or egress the junction.
   - Large vehicle movements into and out of the proposed access junction intrude into the opposing lanes. The vehicle movements of these large vehicles are predicted to be infrequent and gaps in the traffic will need to be negotiated to carry out the movements into or out of the proposed junction.

KEY



VEHICLE PROFILES

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION NOTE	BY

PJA
Birmingham - Bristol
Cambridge - London
Manchester - Reading
Melbourne - Perth
pja.co.uk

CLIENT
Barwood Development

PROJECT
Pheasant Oak Farm,
Balsall Common

DRAWING TITLE
Fire Tender
Swept Path Analysis

DRAWING ISSUE STATUS
INFORMATION

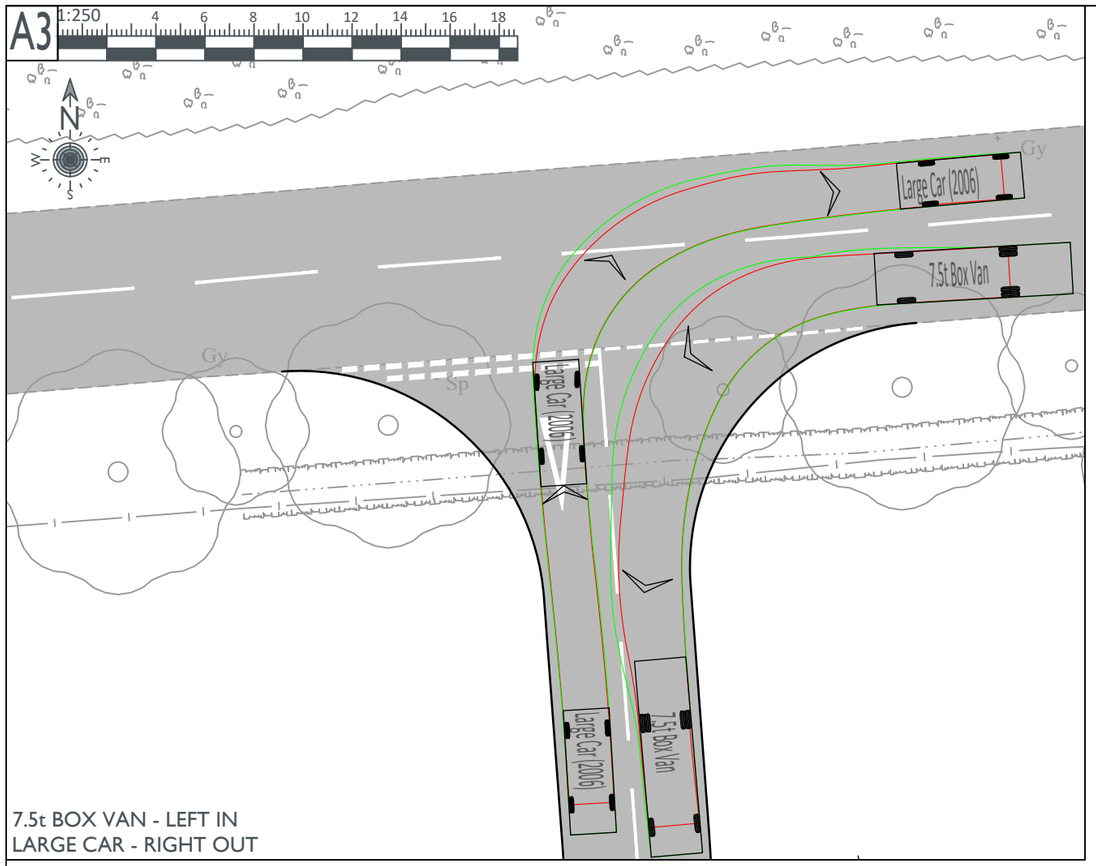
PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A -	0112 -	P1

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

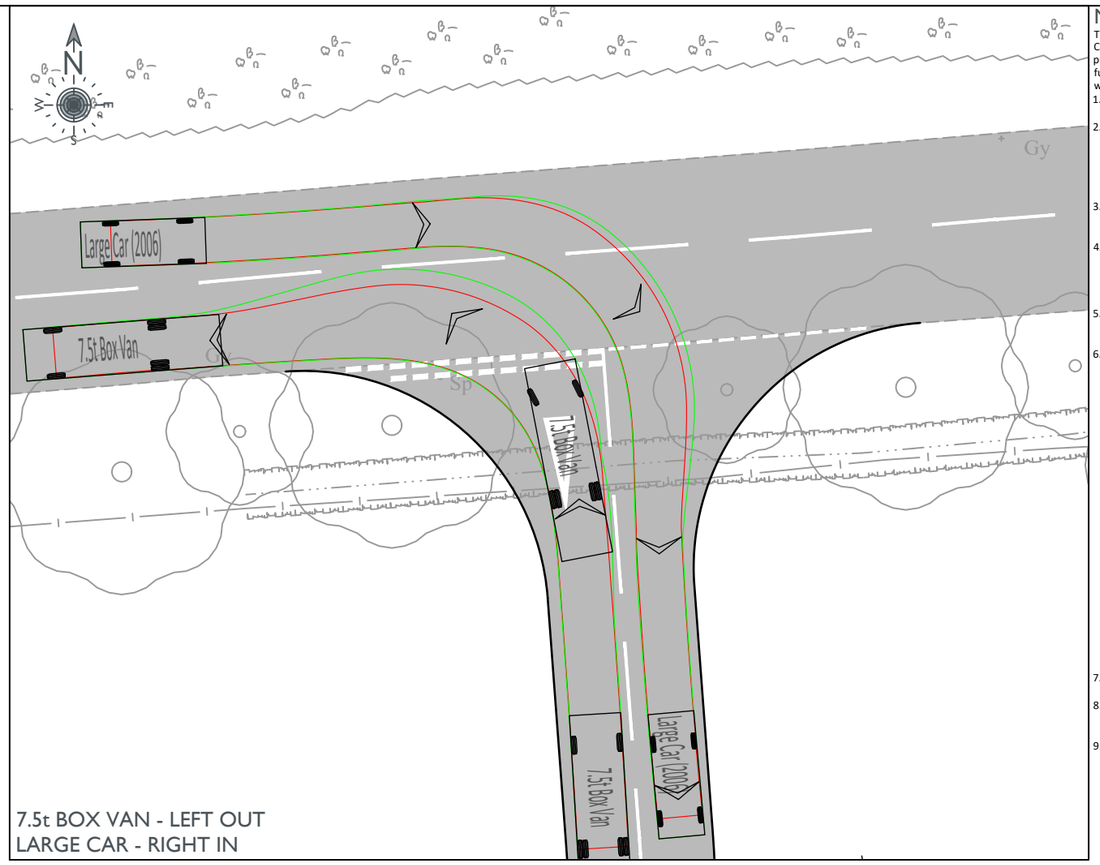
BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:250	JAL	AN	21.06.23

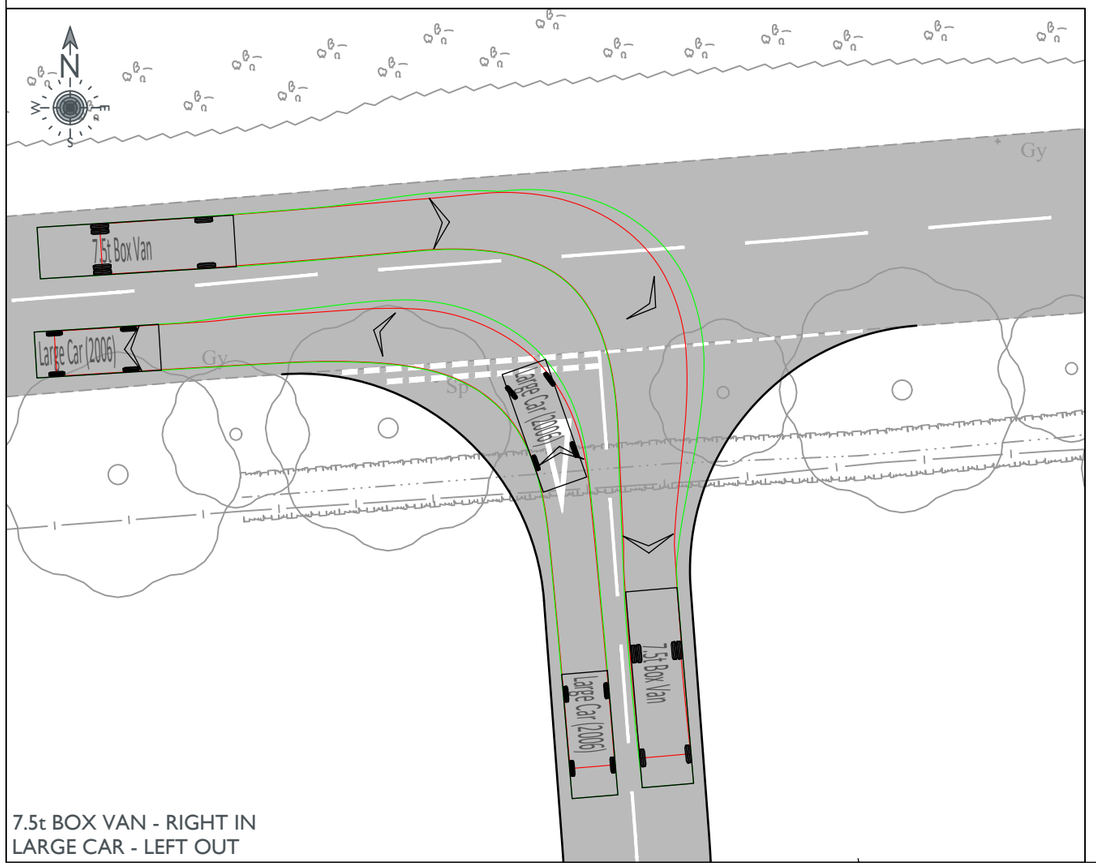
A3 1:250 4 6 8 10 12 14 16 18



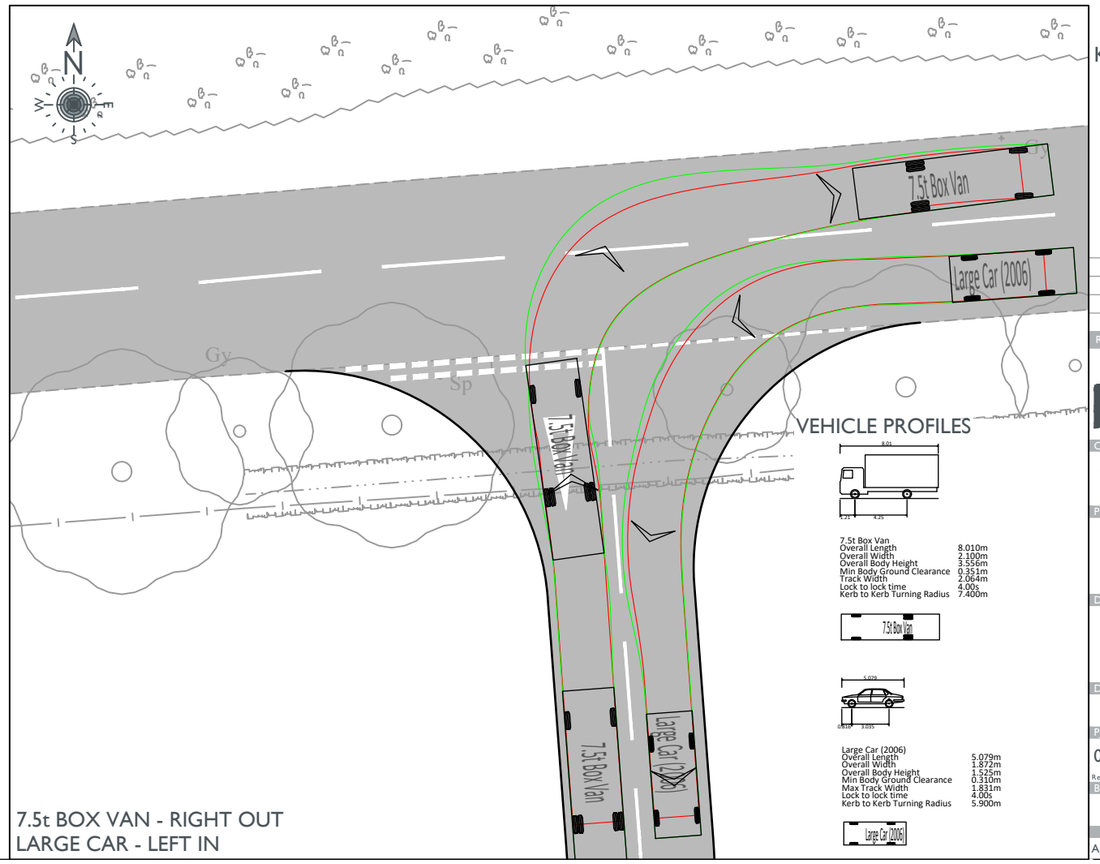
7.5t BOX VAN - LEFT IN
LARGE CAR - RIGHT OUT



7.5t BOX VAN - LEFT OUT
LARGE CAR - RIGHT IN



7.5t BOX VAN - RIGHT IN
LARGE CAR - LEFT OUT



7.5t BOX VAN - RIGHT OUT
LARGE CAR - LEFT IN

NOTES

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European Design Vehicles

Small Sized Vehicles

- Large Car (2006)

Medium Sized Vehicles

- 7.5t Box Van

Large Sized Vehicles

- Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis)*
- Delivery vehicle - Pantechnicon / Removals Van

British Design Vehicles - DB32

Medium Sized Vehicle

- Emergency vehicle - DB32 Fire Appliance*

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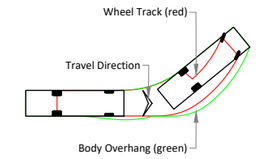
   - Large vehicle movements into and out of the proposed access junction intrude into the opposing lanes. The vehicle movements of these large vehicles are predicted to be infrequent and gaps in the traffic will need to be negotiated to carry out the movements into or out of the proposed junction.

KEY



VEHICLE PROFILES

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION NOTE	BY

PJA
Birmingham - Bristol
Cambridge - London
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pja.co.uk

CLIENT
Barwood Development

PROJECT
Pheasant Oak Farm,
Balsall Common

DRAWING TITLE
7.5t Box Van
Swept Path Analysis

DRAWING ISSUE STATUS
INFORMATION

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05655-CI-	A -	0113 -	P1

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

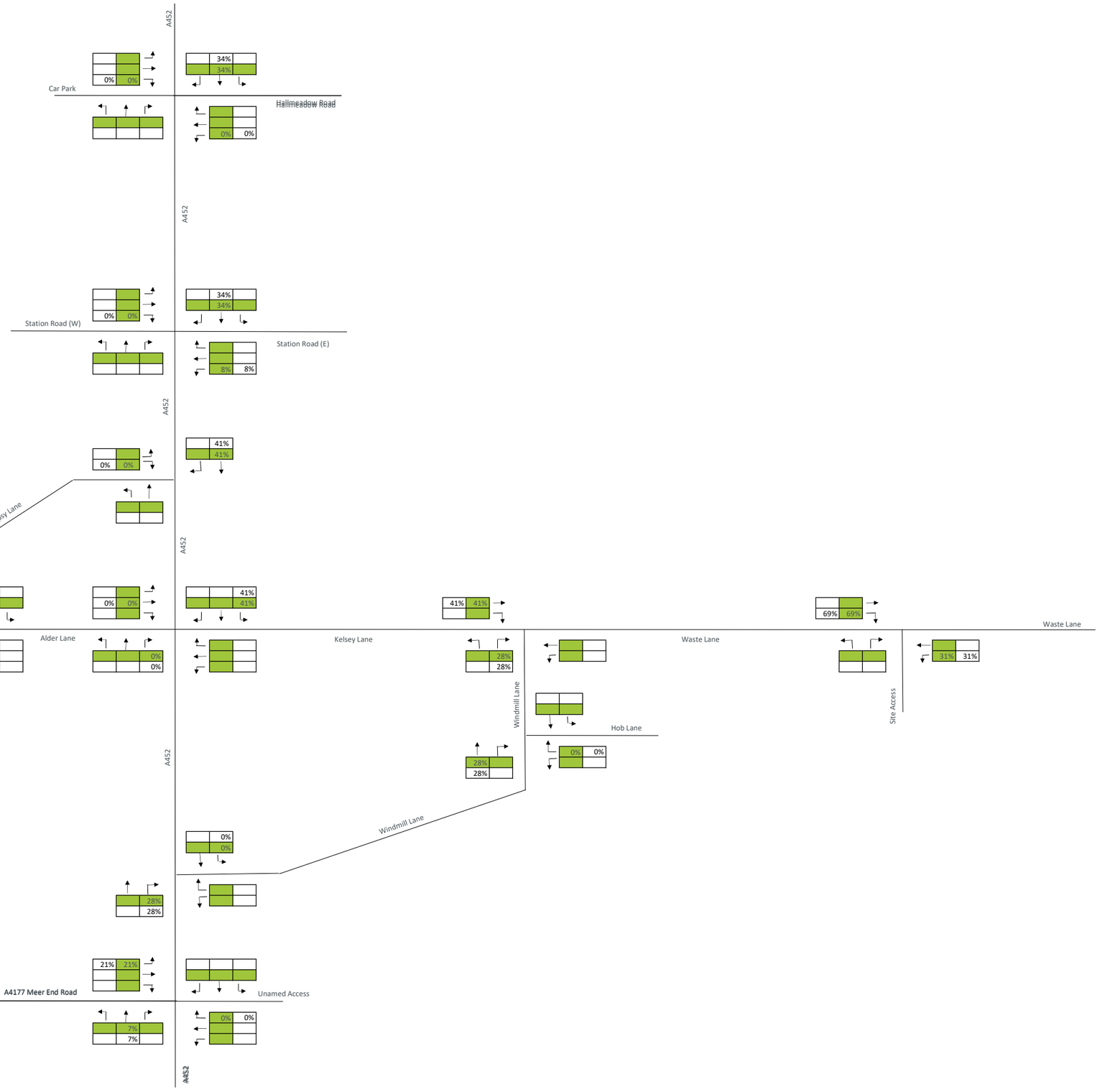
BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:250	JAL	AN	21.06.23

Appendix F Traffic Flow Diagrams

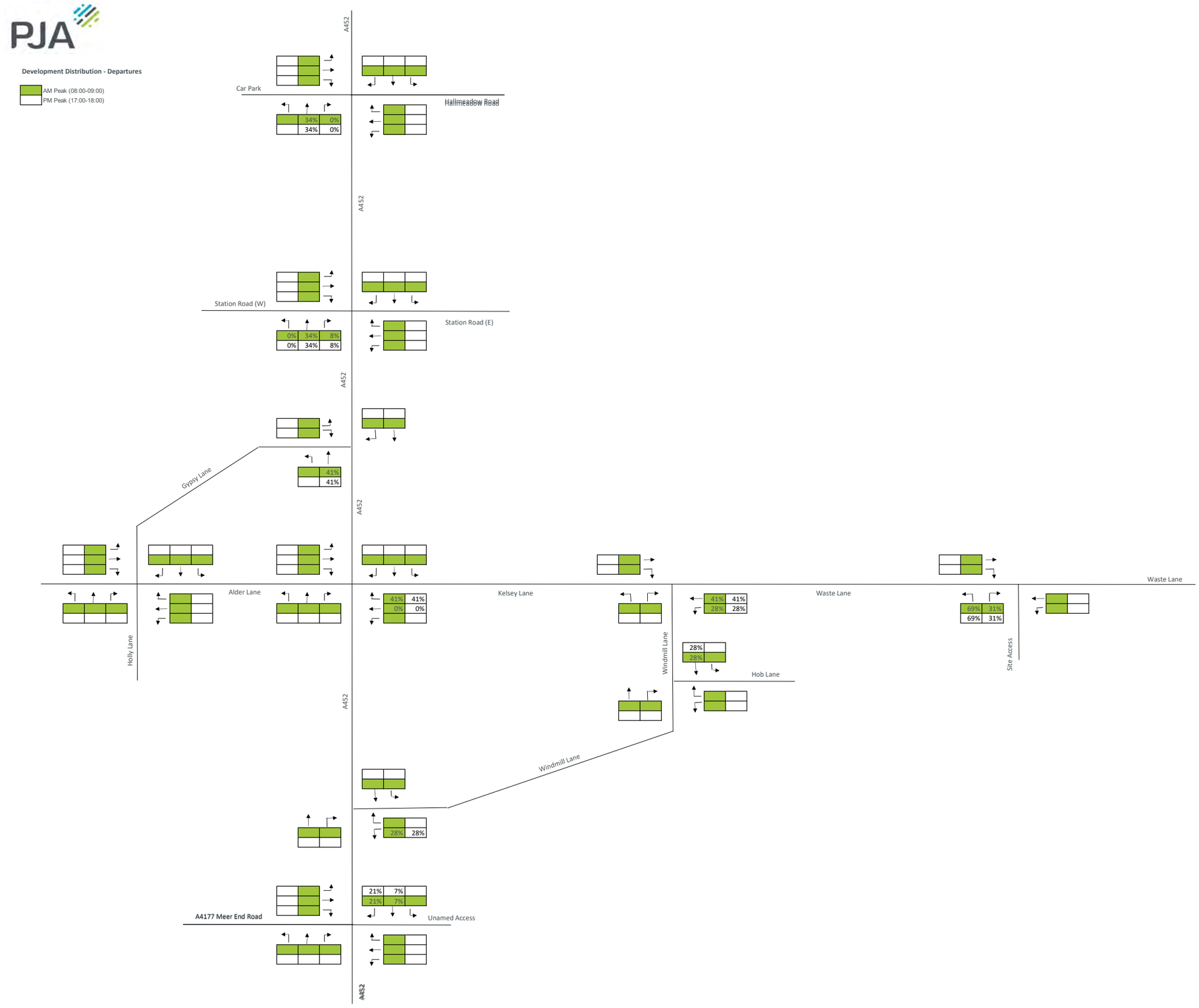
Development Distribution - Arrivals

AM Peak
PM Peak



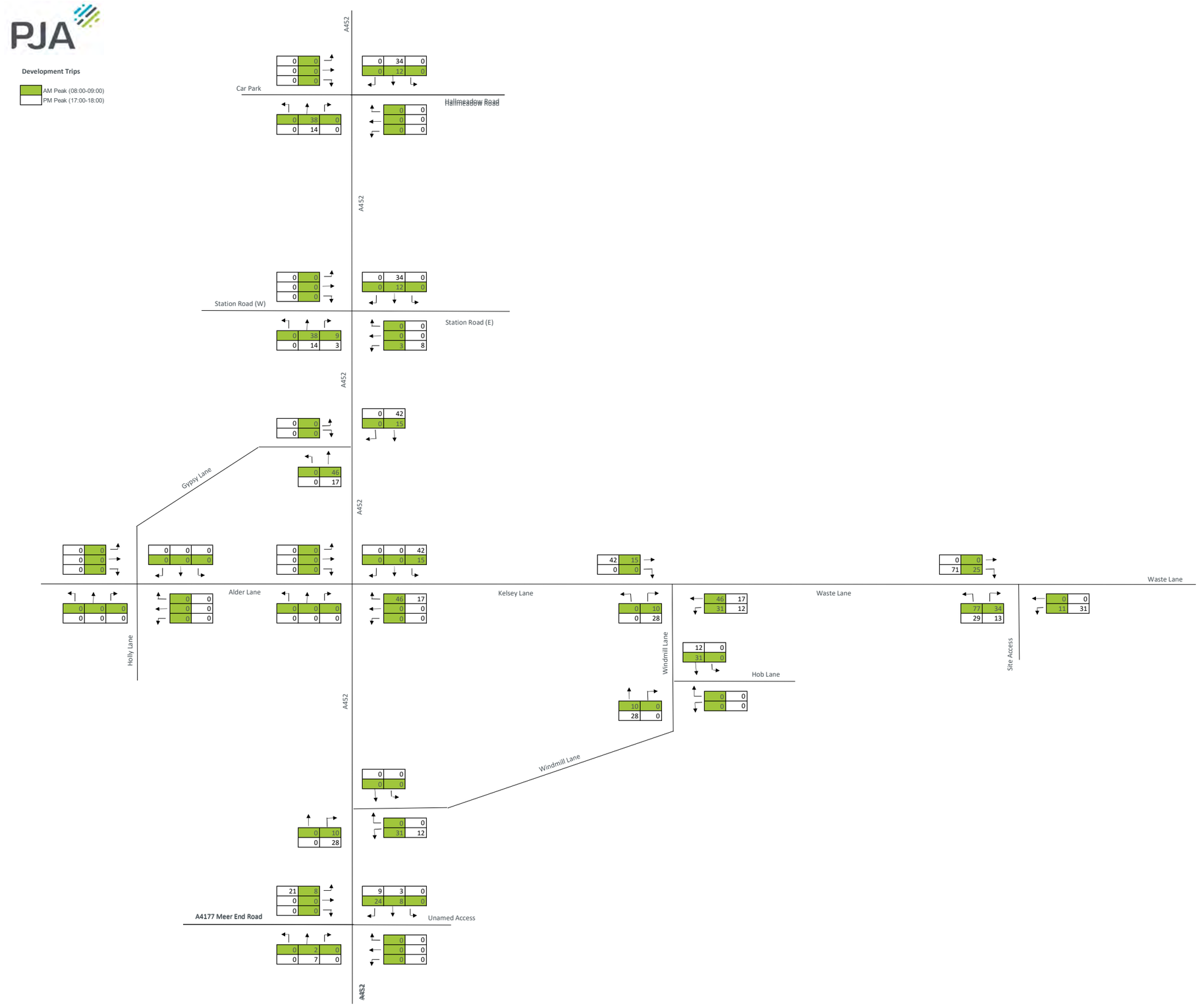
Development Distribution - Departures

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



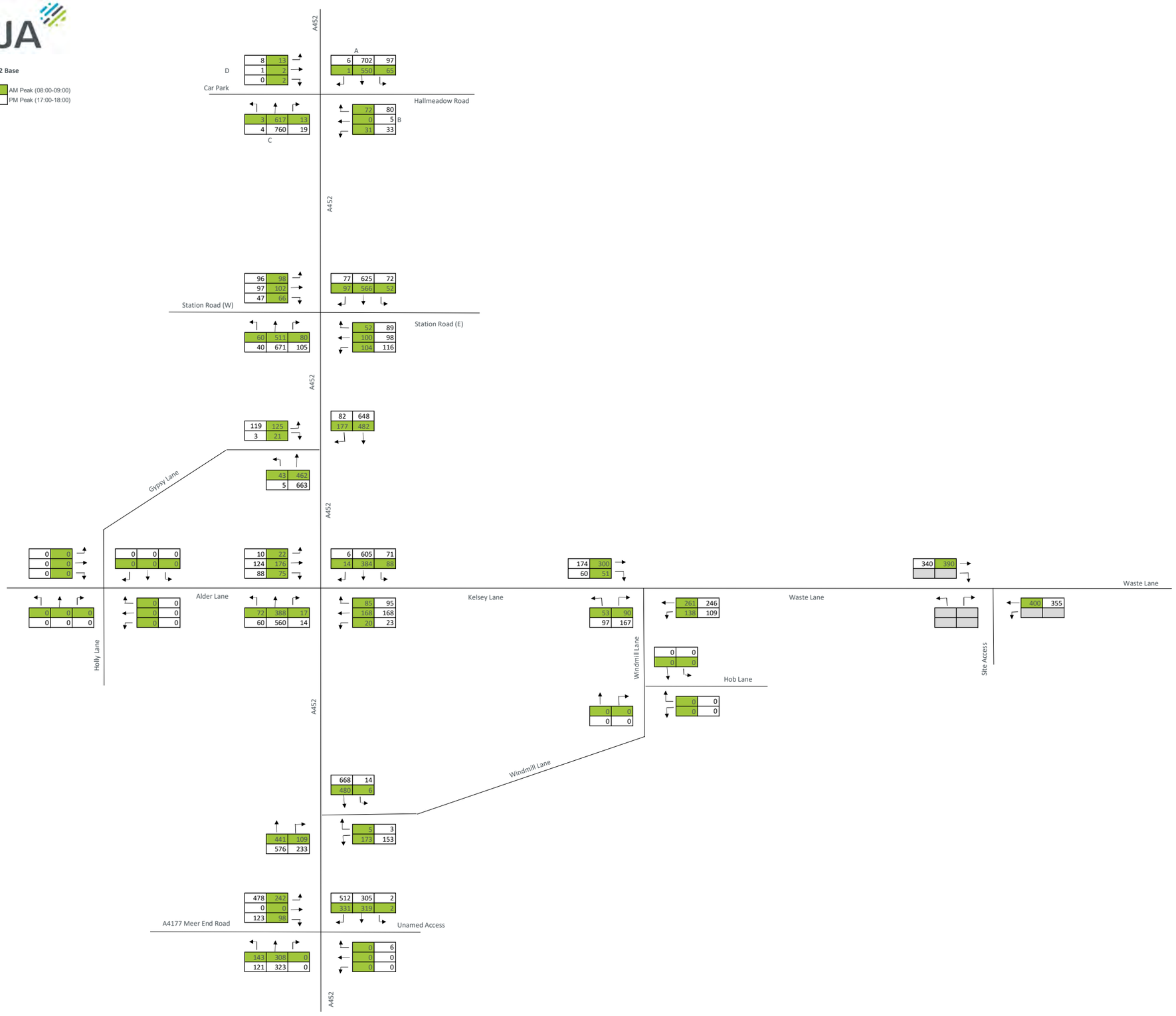
Development Trips

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



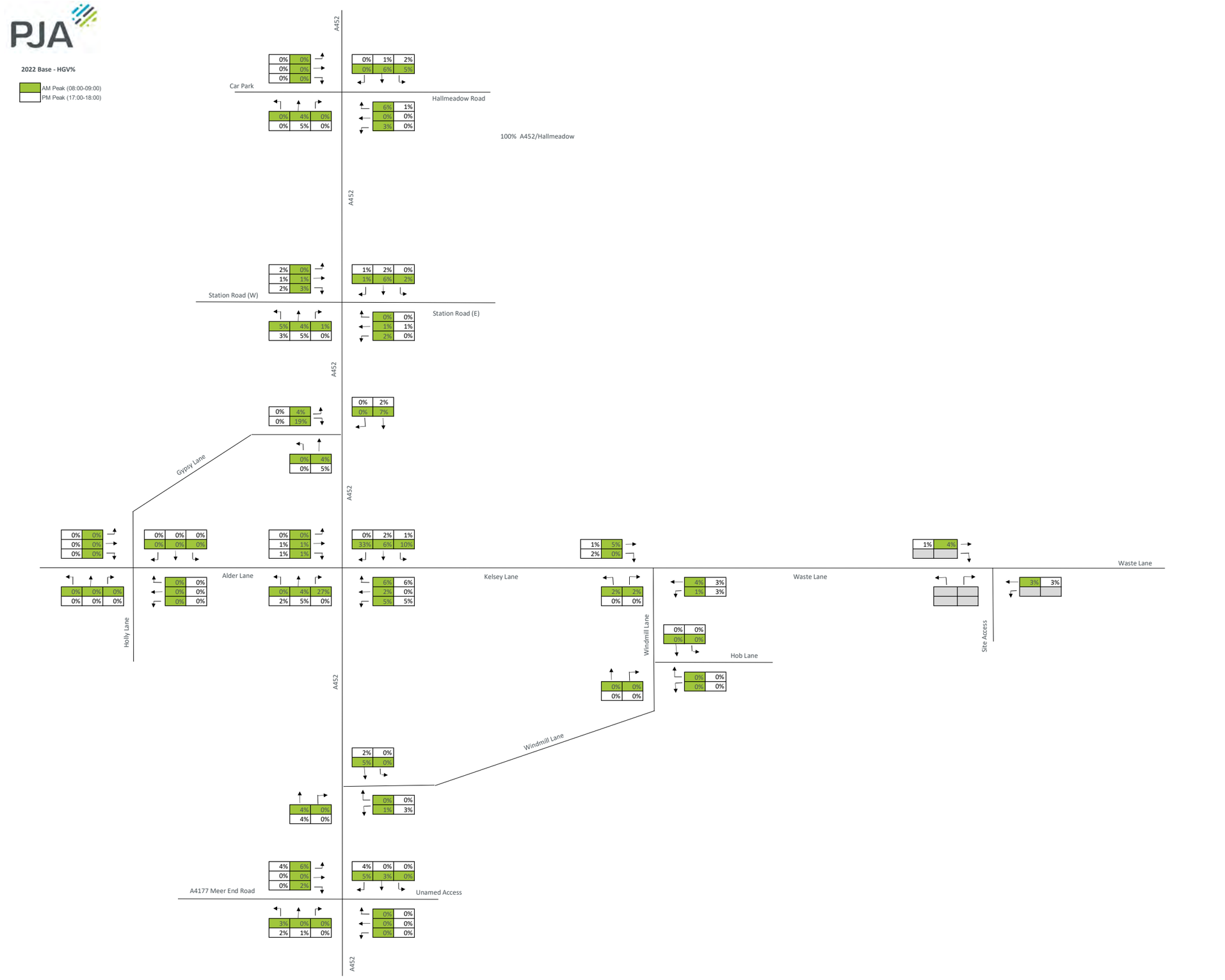
2022 Base

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



2022 Base - HGV%

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)

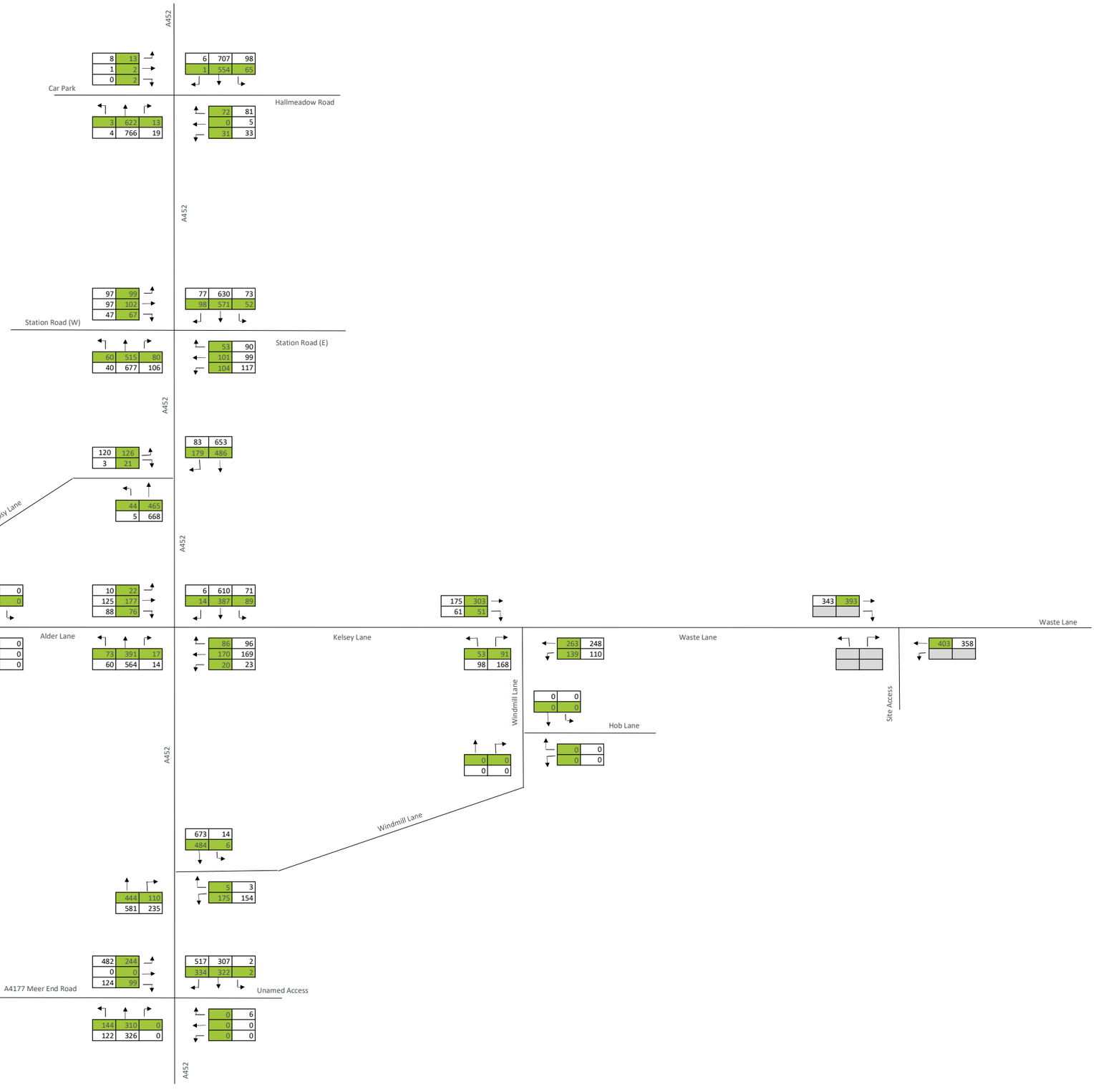


2023 Base - TEMPro Growth

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)

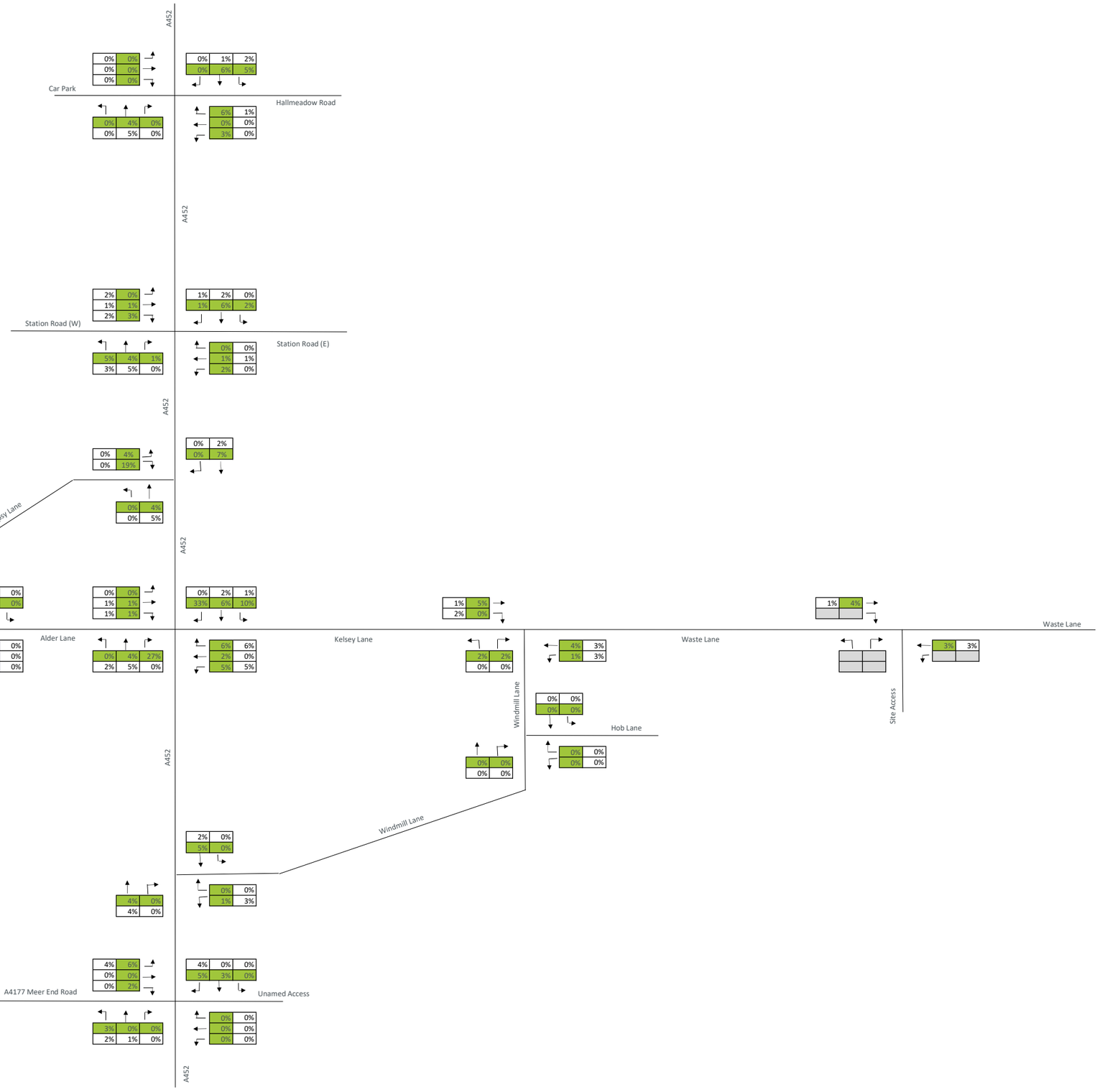
Assumes TEMPro Growth Factors

AM 1.008
PM 1.008



2023 Base - HGV%

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)

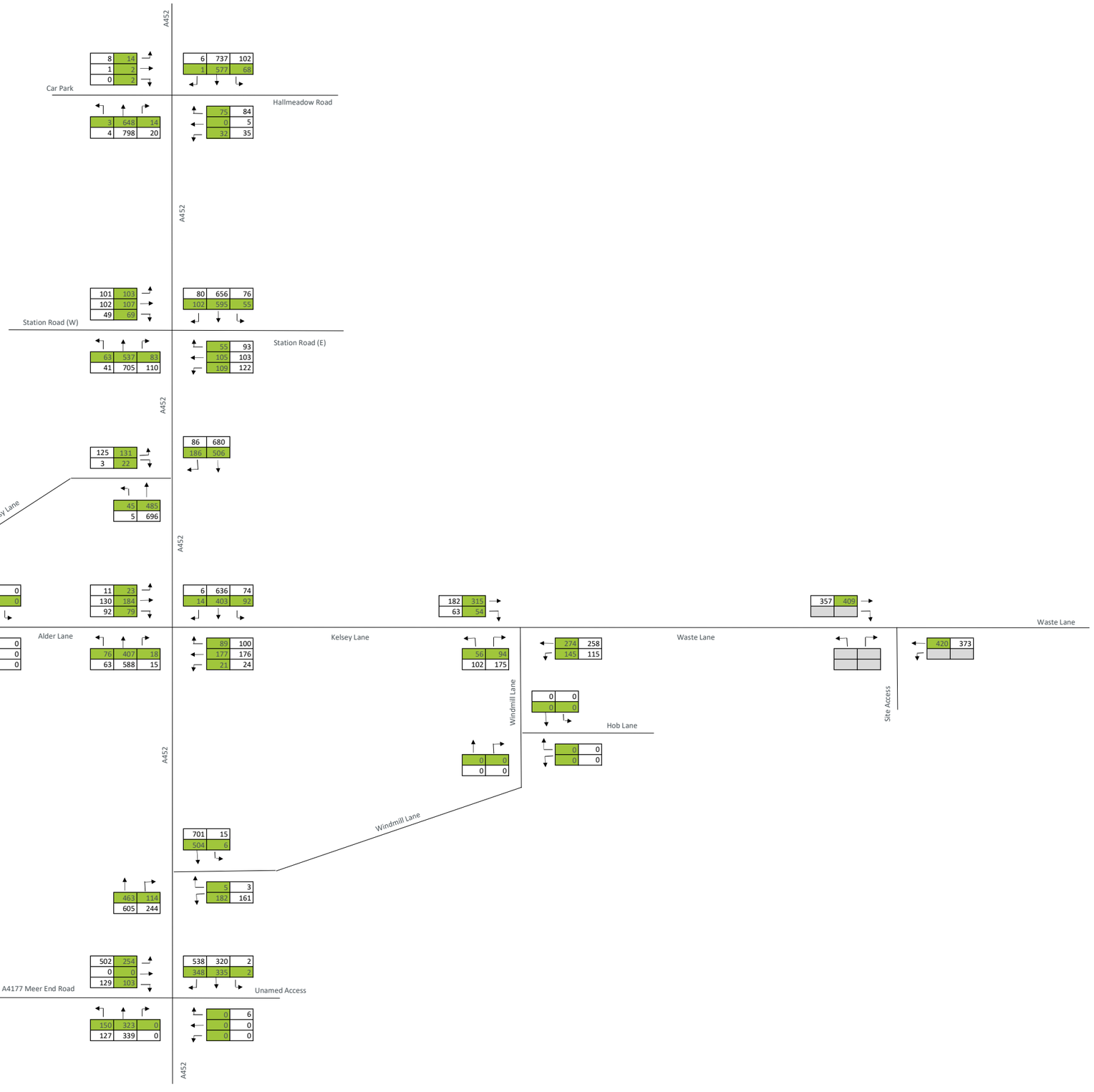


2028 Base - TEMPro Growth

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)

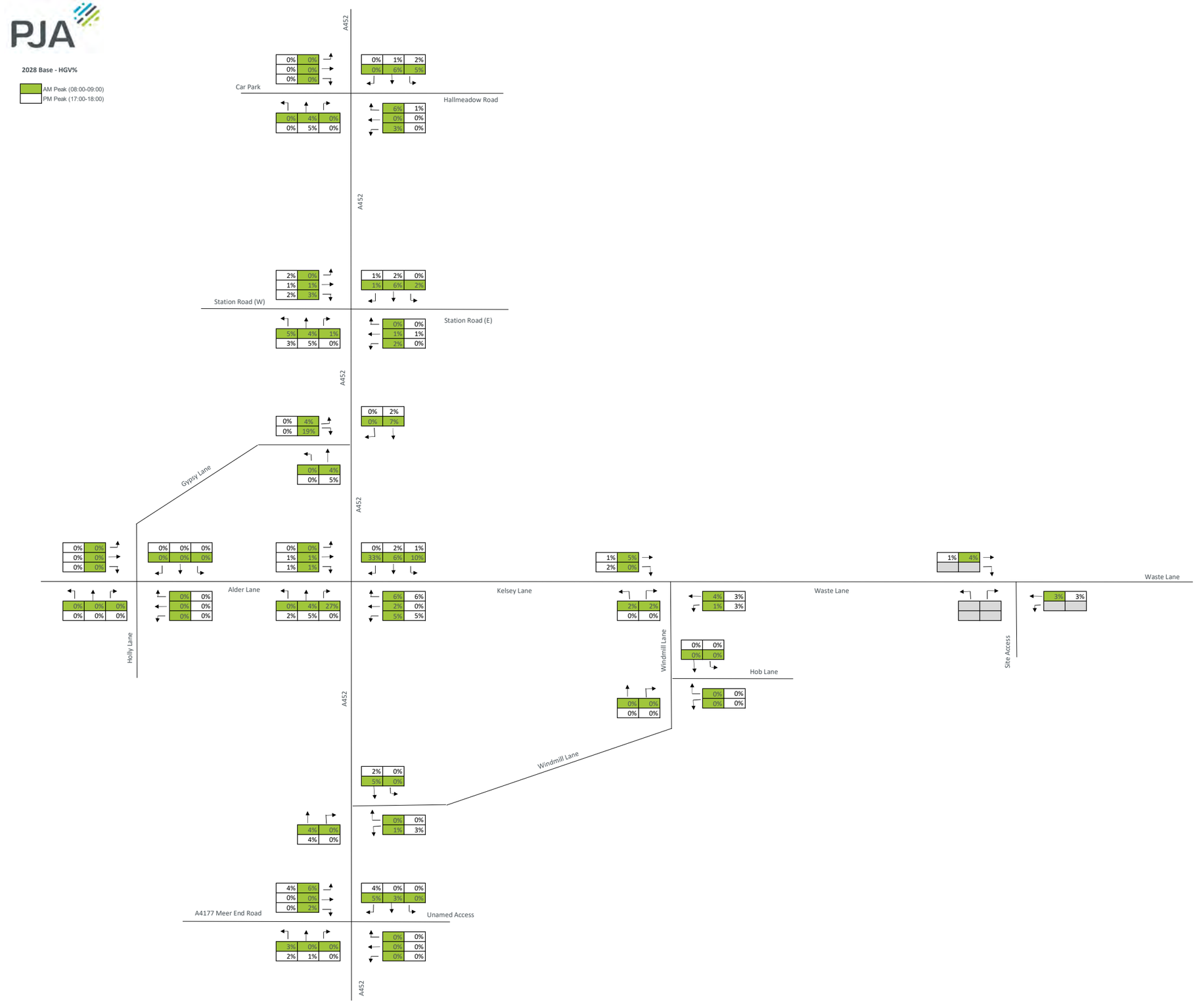
Assumes TEMPro Growth Factors

AM 1.050
PM 1.050



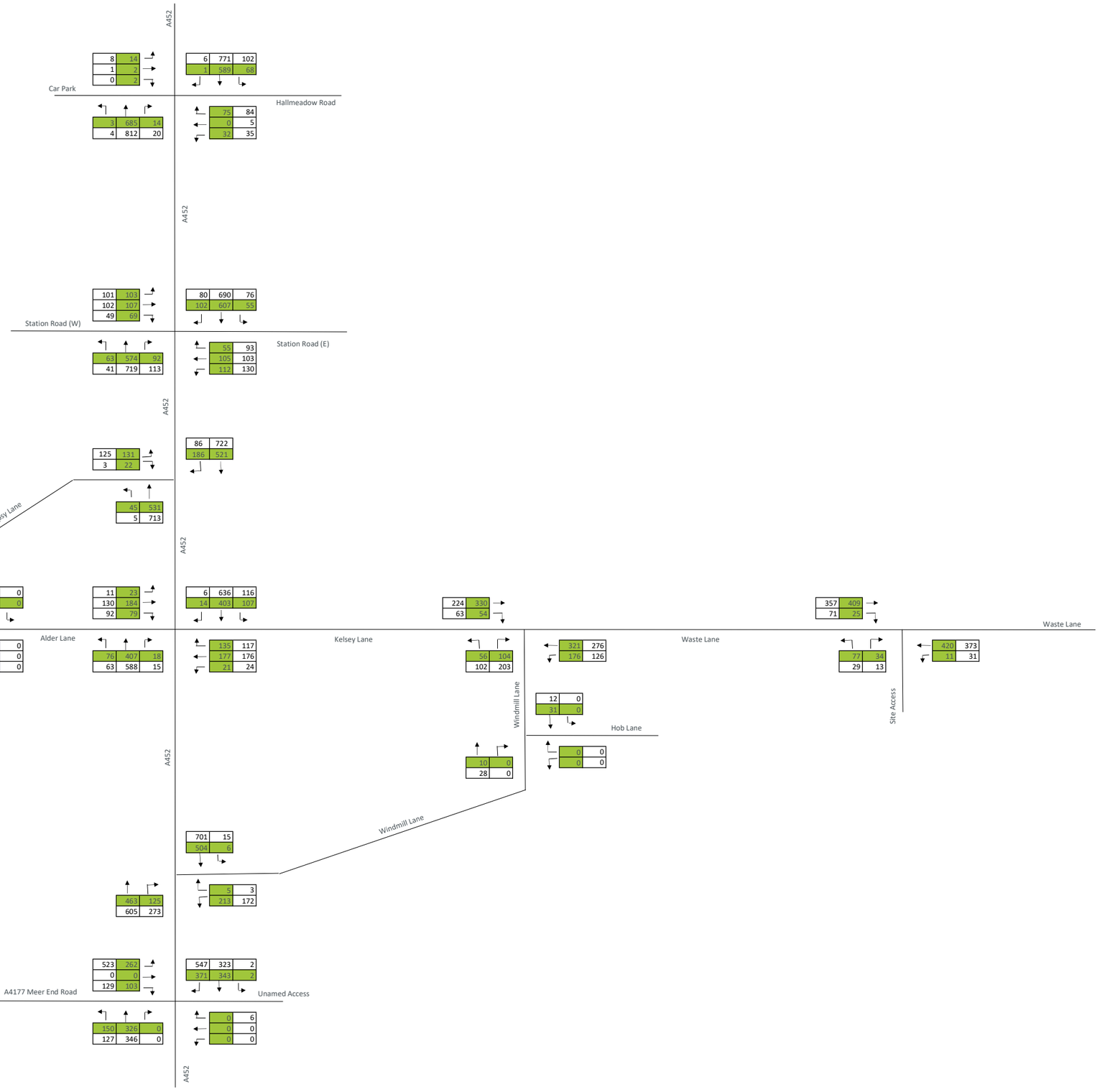
2028 Base - HGV%

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



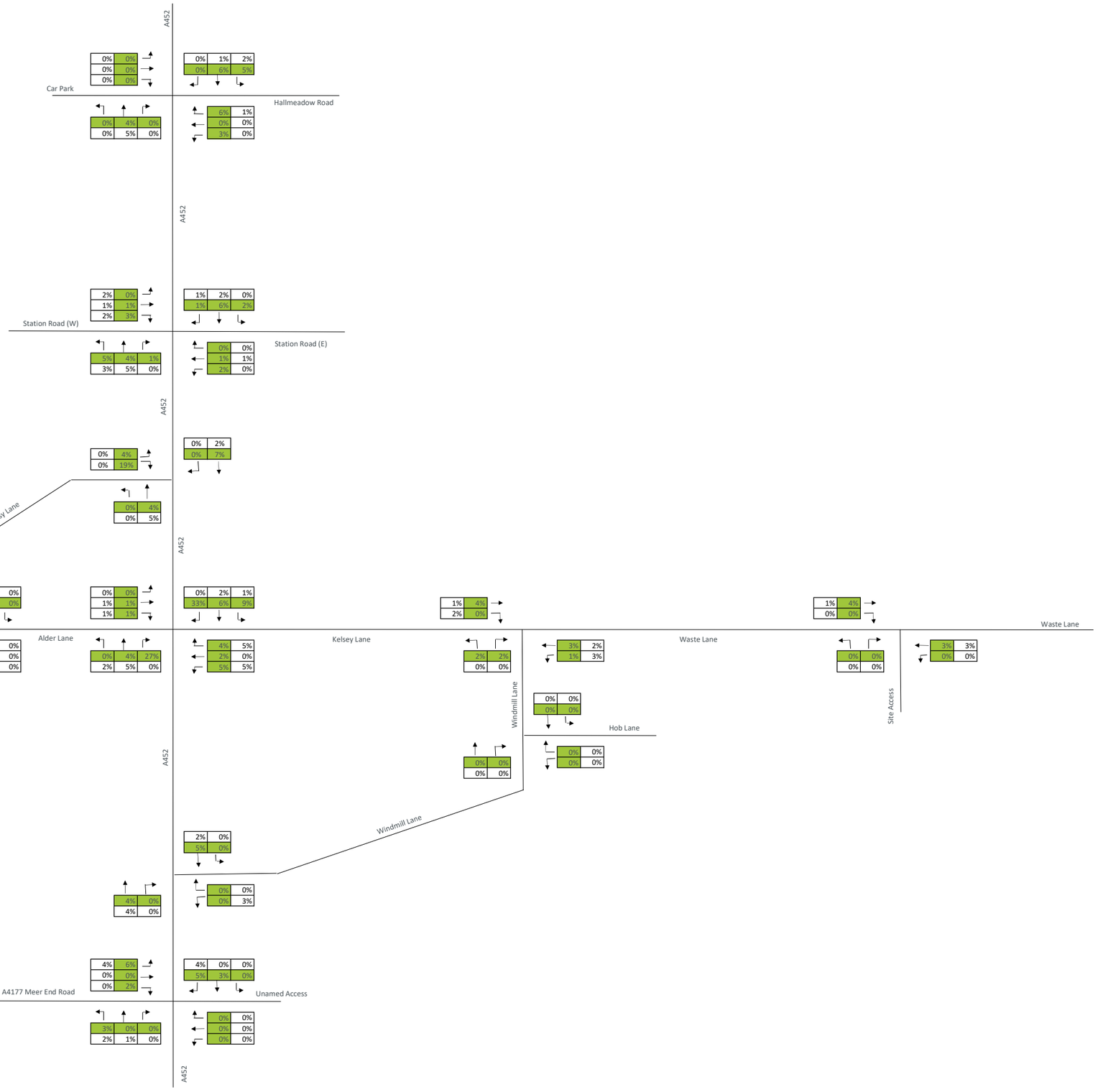
2028 Base + Development - TEMPro Growth

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



2028 Base + Development - HGV%

AM Peak (08:00-09:00)
PM Peak (17:00-18:00)



Appendix G Model Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J1-Site Access_Waste Lane - OneHourProfile v2.j10
Path: C:\PJA\Phil Jones Associates\SharedData - 05655 Pheasant Oak Farm\9 - Transport\2. Technical\Modelling
Report generation date: 23/01/2023 11:15:59

»2028 Base + Dev (TEMPro), AM
»2028 Base + Dev (TEMPro), PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2028 Base + Dev (TEMPro)											
Stream B-AC	D1	0.3	8.67	0.23	A	98 %	D2	0.1	7.24	0.09	A	136 %
Stream C-AB		0.1	4.58	0.06	A	[Stream B-AC]		0.3	5.06	0.17	A	[Stream C-AB]

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

File summary

File Description

Title	
Location	
Site number	
Date	16/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Beth Street
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Base + Dev (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D2	2028 Base + Dev (TEMPro)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base + Dev (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	98	Stream B-AC	1.20	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40			240.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	130	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	624	0.107	0.270	0.170	0.385
B-C	750	0.108	0.273	-	-
C-B	713	0.259	0.259	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Base + Dev (TEMPro)	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		✓	431	100.000
B		✓	111	100.000
C		✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	420
	B	34	0	77
	C	409	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	8.67	0.3	A
C-AB	0.06	4.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	593	0.141	83	0.2	7.055	A
C-AB	30	829	0.036	30	0.0	4.569	A
C-A	297			297			
A-B	8			8			
A-C	316			316			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	570	0.175	100	0.2	7.655	A
C-AB	40	855	0.046	39	0.1	4.485	A
C-A	351			351			
A-B	10			10			
A-C	378			378			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	537	0.227	122	0.3	8.650	A
C-AB	56	893	0.062	56	0.1	4.382	A
C-A	422			422			
A-B	12			12			
A-C	462			462			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	537	0.227	122	0.3	8.670	A
C-AB	56	893	0.062	56	0.1	4.387	A
C-A	422			422			
A-B	12			12			
A-C	462			462			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	570	0.175	100	0.2	7.671	A
C-AB	40	855	0.046	40	0.1	4.498	A
C-A	351			351			
A-B	10			10			
A-C	378			378			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	592	0.141	84	0.2	7.078	A
C-AB	30	829	0.036	30	0.1	4.577	A
C-A	297			297			
A-B	8			8			
A-C	316			316			

2028 Base + Dev (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	136	Stream C-AB	1.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028 Base + Dev (TEMPro)	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		✓	404	100.000
B		✓	42	100.000
C		✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	373
	B	13	0	29
	C	357	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.24	0.1	A
C-AB	0.17	5.06	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	597	0.053	31	0.1	6.367	A
C-AB	80	808	0.099	79	0.2	4.954	A
C-A	242			242			
A-B	23			23			
A-C	281			281			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	575	0.066	38	0.1	6.703	A
C-AB	104	829	0.126	104	0.2	4.985	A
C-A	280			280			
A-B	28			28			
A-C	335			335			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	543	0.085	46	0.1	7.238	A
C-AB	144	860	0.168	144	0.3	5.050	A
C-A	327			327			
A-B	34			34			
A-C	411			411			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	543	0.085	46	0.1	7.239	A
C-AB	145	861	0.168	145	0.3	5.058	A
C-A	327			327			
A-B	34			34			
A-C	411			411			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	575	0.066	38	0.1	6.707	A
C-AB	105	830	0.126	105	0.2	4.996	A
C-A	280			280			
A-B	28			28			
A-C	335			335			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	597	0.053	32	0.1	6.373	A
C-AB	80	808	0.099	81	0.2	4.971	A
C-A	242			242			
A-B	23			23			
A-C	281			281			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574

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

Filename: J2-Waste Lane_Windmill Lane - OneHour v2.j10
Path: C:\PJA\Phil Jones Associates\SharedData - 05655 Pheasant Oak Farm\9 - Transport\2. Technical\Modelling
Report generation date: 23/01/2023 11:46:50

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 Base											
Stream B-AC	D1	0.6	13.71	0.37	B	56 %	D2	1.8	23.18	0.65	C	14 %
Stream C-AB		0.2	5.37	0.12	A	[Stream B-AC]		0.2	6.05	0.13	A	[Stream B-AC]
	2023 Base (TEMPro)											
Stream B-AC	D3	0.6	13.84	0.37	B	54 %	D4	1.9	23.64	0.66	C	13 %
Stream C-AB		0.3	5.36	0.13	A	[Stream B-AC]		0.2	6.07	0.13	A	[Stream B-AC]
	2028 Base (TEMPro)											
Stream B-AC	D5	0.7	14.48	0.39	B	48 %	D6	2.2	26.49	0.69	D	8 %
Stream C-AB		0.3	5.39	0.13	A	[Stream B-AC]		0.2	6.10	0.14	A	[Stream B-AC]
	2028 Base + Dev (TEMPro)											
Stream B-AC	D7	3.6	40.59	0.79	E	-3 %	D8	3.4	38.64	0.79	E	-2 %
Stream C-AB		0.3	5.91	0.15	A	[Stream B-AC]		0.3	5.92	0.15	A	[Stream B-AC]

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

File summary

File Description

Title	
Location	
Site number	
Date	16/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Beth Street
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2023 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D4	2023 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D7	2028 Base + Dev (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D8	2028 Base + Dev (TEMPro)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.69	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-AC	2.69	A

Arms

Arms

Arm	Name	Description	Arm type
A	Waste Lane		Major
B	Windmill Lane		Minor
C	Kelsey Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			150.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	35	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.089	0.226	0.142	0.323
B-C	655	0.096	0.243	-	-
C-B	661	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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		✓	399	100.000
B		✓	143	100.000
C		✓	351	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	138	261
	B	90	0	53
	C	300	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	2	0	2
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	13.71	0.6	B
C-AB	0.12	5.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	468	0.230	106	0.3	10.117	B
C-AB	55	739	0.075	55	0.1	5.334	A
C-A	209			209			
A-B	104			104			
A-C	196			196			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	450	0.286	128	0.4	11.384	B
C-AB	71	757	0.094	71	0.2	5.336	A
C-A	244			244			
A-B	124			124			
A-C	235			235			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	425	0.370	157	0.6	13.636	B
C-AB	98	782	0.125	97	0.2	5.359	A
C-A	289			289			
A-B	152			152			
A-C	287			287			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	425	0.370	157	0.6	13.707	B
C-AB	98	782	0.125	98	0.2	5.372	A
C-A	289			289			
A-B	152			152			
A-C	287			287			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	450	0.286	129	0.4	11.467	B
C-AB	72	757	0.095	72	0.2	5.361	A
C-A	244			244			
A-B	124			124			
A-C	235			235			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	468	0.230	108	0.3	10.211	B
C-AB	55	740	0.075	56	0.1	5.355	A
C-A	209			209			
A-B	104			104			
A-C	196			196			

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream B-AC	7.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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		✓	355	100.000
B		✓	264	100.000
C		✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	109	246
	B	167	0	97
	C	174	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	23.18	1.8	C
C-AB	0.13	6.05	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	481	0.413	196	0.7	12.498	B
C-AB	56	683	0.082	55	0.1	5.838	A
C-A	120			120			
A-B	82			82			
A-C	185			185			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	466	0.509	236	1.0	15.549	C
C-AB	70	689	0.102	70	0.2	5.922	A
C-A	140			140			
A-B	98			98			
A-C	221			221			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	291	445	0.653	288	1.8	22.402	C
C-AB	91	697	0.131	91	0.2	6.050	A
C-A	166			166			
A-B	120			120			
A-C	271			271			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	291	445	0.653	290	1.8	23.175	C
C-AB	91	697	0.131	91	0.2	6.053	A
C-A	166			166			
A-B	120			120			
A-C	271			271			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	466	0.509	240	1.1	16.141	C
C-AB	70	689	0.102	70	0.2	5.929	A
C-A	140			140			
A-B	98			98			
A-C	221			221			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	481	0.413	200	0.7	12.871	B
C-AB	56	683	0.082	56	0.1	5.849	A
C-A	120			120			
A-B	82			82			
A-C	185			185			

2023 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	Stream B-AC	2.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Base (TEMPro)	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		✓	402	100.000
B		✓	144	100.000
C		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	139	263
	B	91	0	53
	C	303	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	2	0	2
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	13.84	0.6	B
C-AB	0.13	5.36	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	467	0.232	107	0.3	10.170	B
C-AB	55	740	0.075	55	0.1	5.329	A
C-A	211			211			
A-B	105			105			
A-C	198			198			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	449	0.288	129	0.4	11.461	B
C-AB	72	758	0.095	72	0.2	5.330	A
C-A	246			246			
A-B	125			125			
A-C	236			236			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	424	0.374	158	0.6	13.765	B
C-AB	98	784	0.125	98	0.2	5.351	A
C-A	292			292			
A-B	153			153			
A-C	290			290			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	424	0.374	159	0.6	13.841	B
C-AB	98	784	0.125	98	0.3	5.364	A
C-A	292			292			
A-B	153			153			
A-C	290			290			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	449	0.288	130	0.4	11.548	B
C-AB	72	758	0.095	72	0.2	5.357	A
C-A	246			246			
A-B	125			125			
A-C	236			236			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	467	0.232	109	0.3	10.264	B
C-AB	56	741	0.075	56	0.1	5.350	A
C-A	211			211			
A-B	105			105			
A-C	198			198			

2023 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream B-AC	7.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Base (TEMPro)	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		✓	358	100.000
B		✓	266	100.000
C		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	110	248
	B	168	0	98
	C	175	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.66	23.64	1.9	C
C-AB	0.13	6.07	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	481	0.416	197	0.7	12.585	B
C-AB	57	683	0.083	56	0.1	5.848	A
C-A	121			121			
A-B	83			83			
A-C	187			187			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	466	0.514	238	1.0	15.714	C
C-AB	71	689	0.103	71	0.2	5.937	A
C-A	141			141			
A-B	99			99			
A-C	223			223			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	444	0.659	290	1.8	22.806	C
C-AB	93	697	0.134	93	0.2	6.067	A
C-A	167			167			
A-B	121			121			
A-C	273			273			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	444	0.659	293	1.9	23.636	C
C-AB	93	697	0.134	93	0.2	6.072	A
C-A	167			167			
A-B	121			121			
A-C	273			273			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	465	0.514	242	1.1	16.340	C
C-AB	71	689	0.103	71	0.2	5.939	A
C-A	141			141			
A-B	99			99			
A-C	223			223			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	481	0.417	202	0.7	12.967	B
C-AB	57	683	0.083	57	0.1	5.858	A
C-A	121			121			
A-B	83			83			
A-C	187			187			

2028 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	48	Stream B-AC	2.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base (TEMPro)	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		✓	419	100.000
B		✓	150	100.000
C		✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	145	274
	B	94	0	56
	C	315	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	2	0	2
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	14.48	0.7	B
C-AB	0.13	5.39	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	464	0.243	112	0.3	10.385	B
C-AB	60	744	0.080	59	0.1	5.338	A
C-A	218			218			
A-B	109			109			
A-C	206			206			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	445	0.303	134	0.4	11.801	B
C-AB	77	762	0.102	77	0.2	5.346	A
C-A	254			254			
A-B	130			130			
A-C	246			246			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	419	0.394	164	0.6	14.385	B
C-AB	106	789	0.135	106	0.3	5.377	A
C-A	300			300			
A-B	160			160			
A-C	302			302			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	419	0.395	165	0.7	14.479	B
C-AB	107	789	0.135	107	0.3	5.391	A
C-A	300			300			
A-B	160			160			
A-C	302			302			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	445	0.303	136	0.5	11.905	B
C-AB	78	763	0.102	78	0.2	5.371	A
C-A	254			254			
A-B	130			130			
A-C	246			246			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	464	0.243	113	0.3	10.493	B
C-AB	60	744	0.081	60	0.1	5.360	A
C-A	218			218			
A-B	109			109			
A-C	206			206			

2028 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream B-AC	8.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base (TEMPro)	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		✓	373	100.000
B		✓	277	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	258
	B	175	0	102
	C	182	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.69	26.49	2.2	D
C-AB	0.14	6.10	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	478	0.437	206	0.8	13.087	B
C-AB	59	684	0.087	59	0.1	5.858	A
C-A	125			125			
A-B	87			87			
A-C	194			194			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	462	0.539	248	1.1	16.678	C
C-AB	74	690	0.108	74	0.2	5.955	A
C-A	146			146			
A-B	103			103			
A-C	232			232			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	440	0.694	301	2.1	25.279	D
C-AB	97	698	0.140	97	0.2	6.094	A
C-A	172			172			
A-B	127			127			
A-C	284			284			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	440	0.694	305	2.2	26.492	D
C-AB	98	698	0.140	98	0.2	6.100	A
C-A	172			172			
A-B	127			127			
A-C	284			284			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	462	0.539	253	1.2	17.531	C
C-AB	74	690	0.108	75	0.2	5.960	A
C-A	146			146			
A-B	103			103			
A-C	232			232			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	478	0.437	210	0.8	13.550	B
C-AB	59	684	0.087	60	0.1	5.872	A
C-A	125			125			
A-B	87			87			
A-C	194			194			

2028 Base + Dev (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.99	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Stream B-AC	12.99	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 Base + Dev (TEMPro)	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		✓	402	100.000
B		✓	305	100.000
C		✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	126	276
	B	203	0	102
	C	224	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	2	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.79	40.59	3.6	E
C-AB	0.15	5.91	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	465	0.494	226	1.0	15.123	C
C-AB	62	700	0.089	62	0.1	5.688	A
C-A	154			154			
A-B	95			95			
A-C	208			208			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	447	0.613	272	1.5	20.652	C
C-AB	79	710	0.112	79	0.2	5.767	A
C-A	179			179			
A-B	113			113			
A-C	248			248			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	423	0.794	329	3.3	36.399	E
C-AB	106	724	0.146	105	0.3	5.898	A
C-A	210			210			
A-B	139			139			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	423	0.794	335	3.6	40.593	E
C-AB	106	724	0.146	106	0.3	5.910	A
C-A	210			210			
A-B	139			139			
A-C	304			304			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	447	0.613	282	1.7	23.062	C
C-AB	79	710	0.112	80	0.2	5.791	A
C-A	179			179			
A-B	113			113			
A-C	248			248			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	465	0.494	232	1.0	15.974	C
C-AB	63	701	0.089	63	0.1	5.710	A
C-A	153			153			
A-B	95			95			
A-C	208			208			

2028 Base + Dev (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.40	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	Stream B-AC	12.40	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 Base + Dev (TEMPro)	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		✓	398	100.000
B		✓	303	100.000
C		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	125	273
	B	202	0	101
	C	223	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	2
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.79	38.64	3.4	E
C-AB	0.15	5.92	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	465	0.490	224	0.9	14.717	B
C-AB	62	701	0.089	62	0.1	5.733	A
C-A	153			153			
A-B	94			94			
A-C	206			206			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	448	0.608	270	1.5	19.994	C
C-AB	79	710	0.111	79	0.2	5.805	A
C-A	178			178			
A-B	112			112			
A-C	245			245			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	334	424	0.787	327	3.2	34.889	D
C-AB	105	724	0.145	105	0.3	5.921	A
C-A	210			210			
A-B	138			138			
A-C	301			301			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	334	424	0.787	333	3.4	38.638	E
C-AB	105	724	0.146	105	0.3	5.925	A
C-A	210			210			
A-B	138			138			
A-C	301			301			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	448	0.608	279	1.6	22.157	C
C-AB	79	710	0.112	79	0.2	5.812	A
C-A	178			178			
A-B	112			112			
A-C	245			245			

18:00 - 18:15

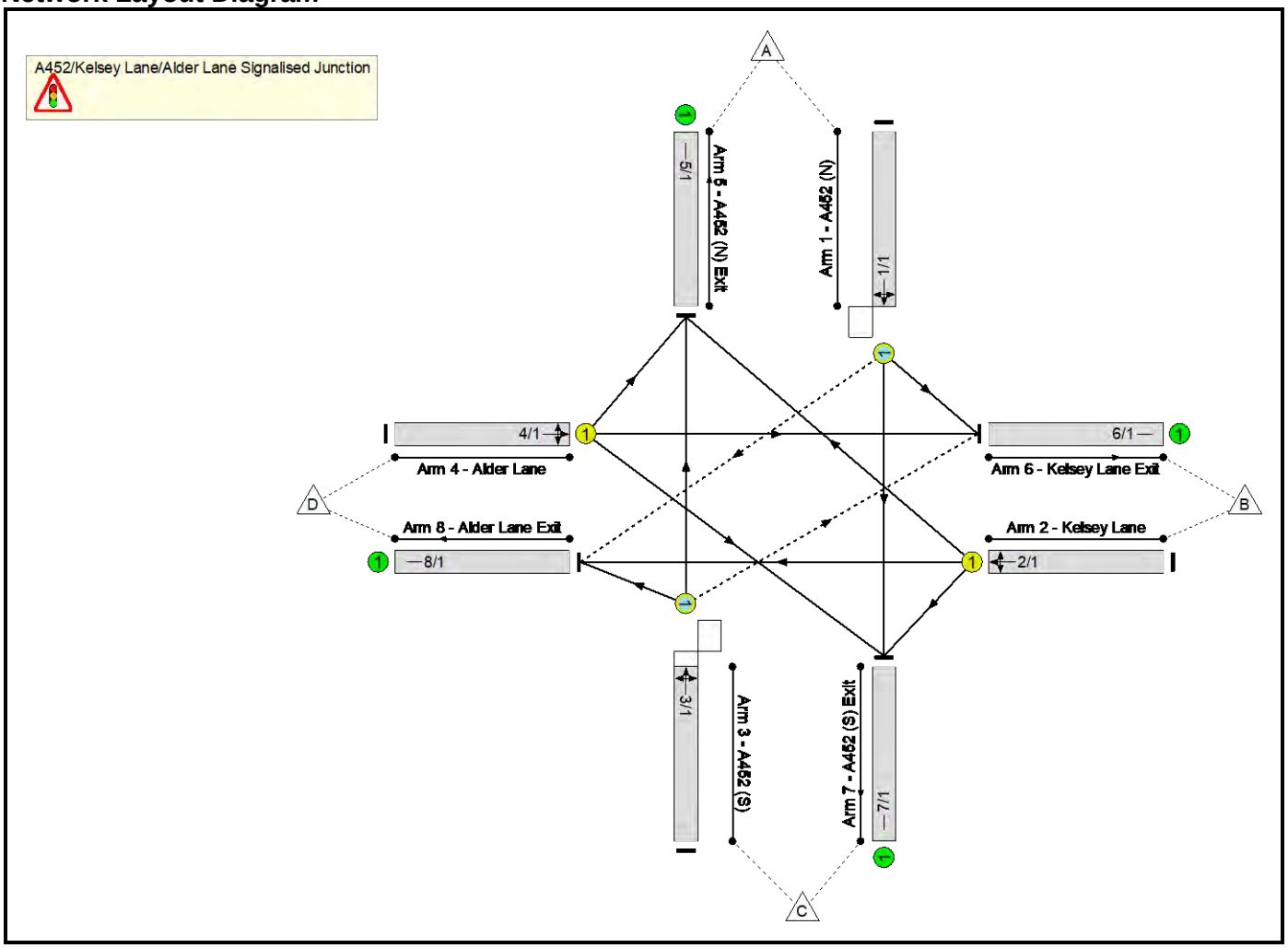
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	465	0.490	231	1.0	15.508	C
C-AB	63	701	0.089	63	0.1	5.746	A
C-A	153			153			
A-B	94			94			
A-C	206			206			

Full Input Data And Results

User and Project Details

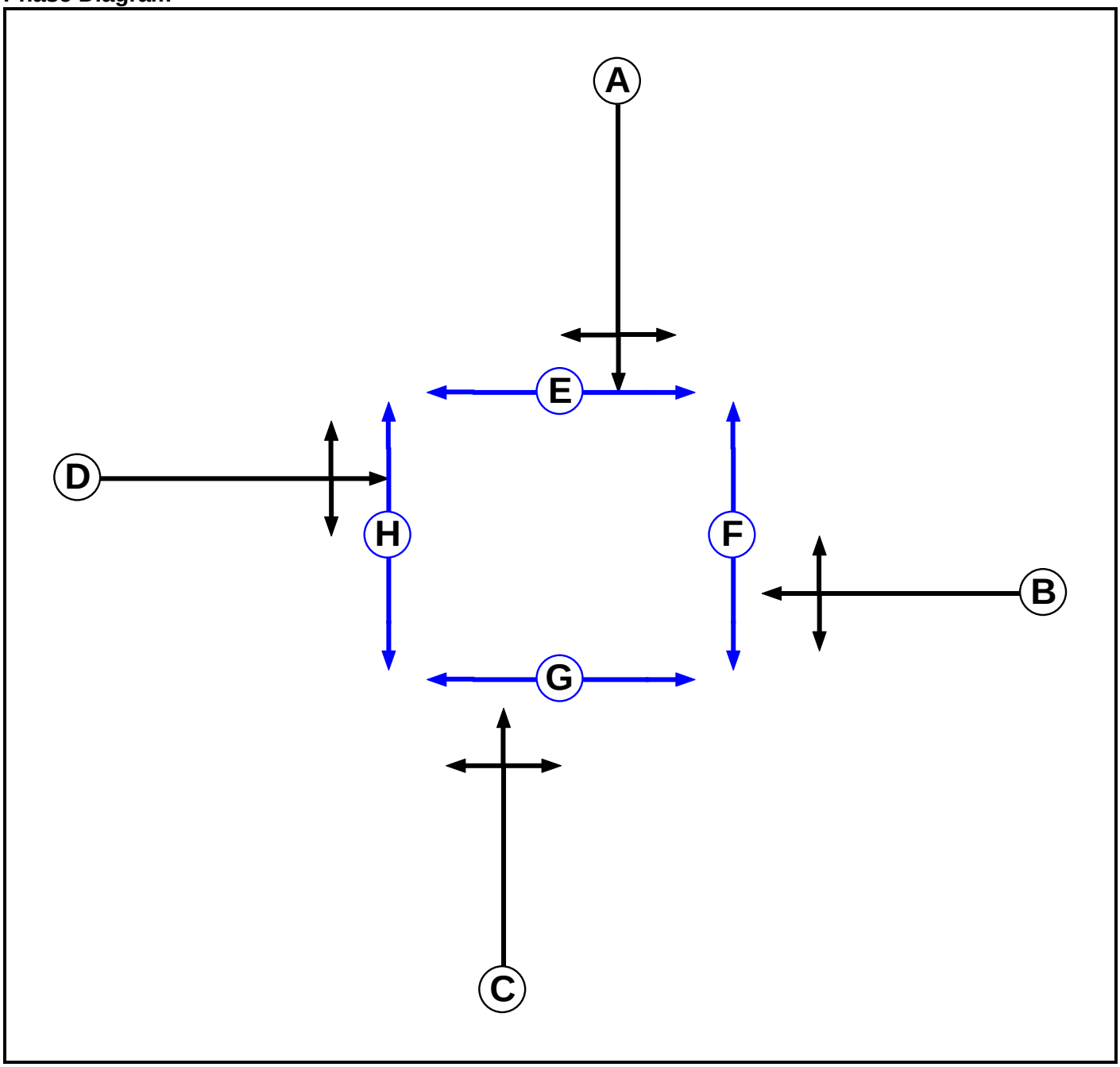
Project:	
Title:	
Location:	
Additional detail:	
File name:	J3-A452_KelseyLn_AlderLn v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

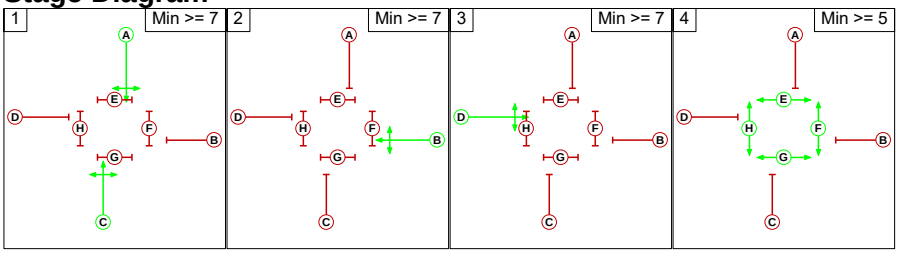
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	5	5	10	10	10
B	5		5	5	11	5	8	9
C	-	5		7	10	10	5	11
D	5	5	6		8	9	12	5
E	12	12	12	12		-	-	-
F	7	7	7	7	-		-	-
G	10	10	10	10	-	-		-
H	8	8	8	8	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	D
4	E F G H

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	7	11
2	5		5	11
3	6	5		12
4	12	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (A452 (N))	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
3/1 (A452 (S))	6/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A452 (N))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Kelsey Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	10.00
											Arm 8 Ahead	Inf
3/1 (A452 (S))	O	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	10.00
4/1 (Alder Lane)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (A452 (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Kelsey Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A452 (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Alder Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM'	08:00	09:00	01:00	
2: '2022 Base PM'	17:00	18:00	01:00	
3: '2023 Base (TEMPro) AM'	08:00	09:00	01:00	
4: '2023 Base (TEMPro) PM'	17:00	18:00	01:00	
5: '2028 Base (TEMPro) AM'	08:00	09:00	01:00	
6: '2028 Base (TEMPro) PM'	17:00	18:00	01:00	
7: '2028 Base + Dev (TEMPro) AM'	08:00	09:00	01:00	
8: '2028 Base + Dev (TEMPro) PM'	17:00	18:00	01:00	

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	88	384	14	486
	B	85	0	20	168	273
	C	388	17	0	72	477
	D	22	176	75	0	273
	Tot.	495	281	479	254	1509

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	486
2/1	273
3/1	477
4/1	273
5/1	495
6/1	281
7/1	479
8/1	254

Full Input Data And Results

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	18.1 %	1908	1908
				Arm 7 Ahead	Inf	79.0 %		
				Arm 8 Right	15.00	2.9 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	31.1 %	1862	1862
				Arm 7 Left	10.00	7.3 %		
				Arm 8 Ahead	Inf	61.5 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	81.3 %	1915	1915
				Arm 6 Right	15.00	3.6 %		
				Arm 8 Left	10.00	15.1 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	8.1 %	1866	1866
				Arm 6 Ahead	Inf	64.5 %		
				Arm 7 Right	15.00	27.5 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	71	605	6	682
	B	95	0	23	168	286
	C	560	14	0	60	634
	D	10	124	88	0	222
	Tot.	665	209	716	234	1824

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Base PM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	682
2/1	286
3/1	634
4/1	222
5/1	665
6/1	209
7/1	716
8/1	234

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	10.4 %	1933	1933
				Arm 7 Ahead	Inf	88.7 %		
				Arm 8 Right	15.00	0.9 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	33.2 %	1856	1856
				Arm 7 Left	10.00	8.0 %		
				Arm 8 Ahead	Inf	58.7 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.3 %	1933	1933
				Arm 6 Right	15.00	2.2 %		
				Arm 8 Left	10.00	9.5 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	4.5 %	1854	1854
				Arm 6 Ahead	Inf	55.9 %		
				Arm 7 Right	15.00	39.6 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2023 Base AM' (FG3: '2023 Base (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	89	387	14	490
	B	86	0	20	170	276
	C	391	17	0	73	481
	D	22	177	76	0	275
	Tot.	499	283	483	257	1522

Traffic Lane Flows

Lane	Scenario 3: 2023 Base AM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	490
2/1	276
3/1	481
4/1	275
5/1	499
6/1	283
7/1	483
8/1	257

Full Input Data And Results

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	18.2 %	1908	1908
				Arm 7 Ahead	Inf	79.0 %		
				Arm 8 Right	15.00	2.9 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	31.2 %	1862	1862
				Arm 7 Left	10.00	7.2 %		
				Arm 8 Ahead	Inf	61.6 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	81.3 %	1915	1915
				Arm 6 Right	15.00	3.5 %		
				Arm 8 Left	10.00	15.2 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	8.0 %	1866	1866
				Arm 6 Ahead	Inf	64.4 %		
				Arm 7 Right	15.00	27.6 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2023 Base PM' (FG4: '2023 Base (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	71	610	6	687
	B	96	0	23	169	288
	C	564	14	0	60	638
	D	10	125	88	0	223
	Tot.	670	210	721	235	1836

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2023 Base PM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	687
2/1	288
3/1	638
4/1	223
5/1	670
6/1	210
7/1	721
8/1	235

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	10.3 %	1933	1933
				Arm 7 Ahead	Inf	88.8 %		
				Arm 8 Right	15.00	0.9 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	33.3 %	1856	1856
				Arm 7 Left	10.00	8.0 %		
				Arm 8 Ahead	Inf	58.7 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.4 %	1933	1933
				Arm 6 Right	15.00	2.2 %		
				Arm 8 Left	10.00	9.4 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	4.5 %	1854	1854
				Arm 6 Ahead	Inf	56.1 %		
				Arm 7 Right	15.00	39.5 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2028 Base AM' (FG5: '2028 Base (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	403	14	509
	B	89	0	21	177	287
	C	407	18	0	76	501
	D	23	184	79	0	286
	Tot.	519	294	503	267	1583

Traffic Lane Flows

Lane	Scenario 5: 2028 Base AM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	509
2/1	287
3/1	501
4/1	286
5/1	519
6/1	294
7/1	503
8/1	267

Full Input Data And Results

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	18.1 %	1908	1908
				Arm 7 Ahead	Inf	79.2 %		
				Arm 8 Right	15.00	2.8 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	31.0 %	1862	1862
				Arm 7 Left	10.00	7.3 %		
				Arm 8 Ahead	Inf	61.7 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	81.2 %	1915	1915
				Arm 6 Right	15.00	3.6 %		
				Arm 8 Left	10.00	15.2 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	8.0 %	1866	1866
				Arm 6 Ahead	Inf	64.3 %		
				Arm 7 Right	15.00	27.6 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base PM' (FG6: '2028 Base (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	74	636	6	716
	B	100	0	24	176	300
	C	588	15	0	63	666
	D	11	130	92	0	233
	Tot.	699	219	752	245	1915

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Base PM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	716
2/1	300
3/1	666
4/1	233
5/1	699
6/1	219
7/1	752
8/1	245

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	10.3 %	1933	1933
				Arm 7 Ahead	Inf	88.8 %		
				Arm 8 Right	15.00	0.8 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	33.3 %	1856	1856
				Arm 7 Left	10.00	8.0 %		
				Arm 8 Ahead	Inf	58.7 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.3 %	1933	1933
				Arm 6 Right	15.00	2.3 %		
				Arm 8 Left	10.00	9.5 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	4.7 %	1854	1854
				Arm 6 Ahead	Inf	55.8 %		
				Arm 7 Right	15.00	39.5 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2028 Base + Dev AM' (FG7: '2028 Base + Dev (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	107	403	14	524
	B	135	0	21	177	333
	C	407	18	0	76	501
	D	23	184	79	0	286
	Tot.	565	309	503	267	1644

Traffic Lane Flows

Lane	Scenario 7: 2028 Base + Dev AM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	524
2/1	333
3/1	501
4/1	286
5/1	565
6/1	309
7/1	503
8/1	267

Full Input Data And Results

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	20.4 %	1902	1902
				Arm 7 Ahead	Inf	76.9 %		
				Arm 8 Right	15.00	2.7 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	40.5 %	1848	1848
				Arm 7 Left	10.00	6.3 %		
				Arm 8 Ahead	Inf	53.2 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	81.2 %	1915	1915
				Arm 6 Right	15.00	3.6 %		
				Arm 8 Left	10.00	15.2 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	8.0 %	1866	1866
				Arm 6 Ahead	Inf	64.3 %		
				Arm 7 Right	15.00	27.6 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2028 Base + Dev PM' (FG8: '2028 Base + Dev (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	636	6	758
	B	117	0	24	176	317
	C	588	15	0	63	666
	D	11	130	92	0	233
	Tot.	716	261	752	245	1974

Full Input Data And Results

Traffic Lane Flows

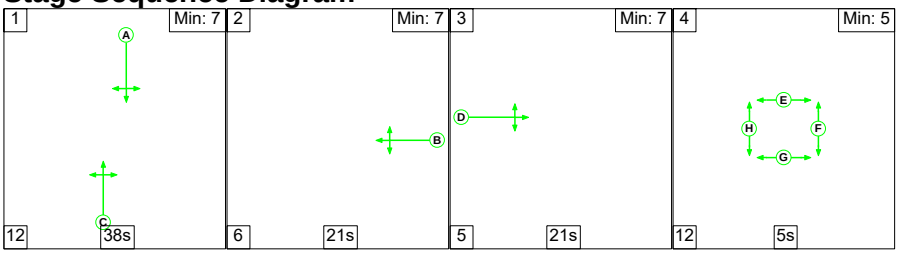
Lane	Scenario 8: 2028 Base + Dev PM
Junction: A452/Kelsey Lane/Alder Lane Signalised Junction	
1/1	758
2/1	317
3/1	666
4/1	233
5/1	716
6/1	261
7/1	752
8/1	245

Lane Saturation Flows

Junction: A452/Kelsey Lane/Alder Lane Signalised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A452 (N))	3.50	0.00	Y	Arm 6 Left	10.00	15.3 %	1919	1919
				Arm 7 Ahead	Inf	83.9 %		
				Arm 8 Right	15.00	0.8 %		
2/1 (Kelsey Lane)	3.25	0.00	Y	Arm 5 Right	15.00	36.9 %	1851	1851
				Arm 7 Left	10.00	7.6 %		
				Arm 8 Ahead	Inf	55.5 %		
3/1 (A452 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.3 %	1933	1933
				Arm 6 Right	15.00	2.3 %		
				Arm 8 Left	10.00	9.5 %		
4/1 (Alder Lane)	3.25	0.00	Y	Arm 5 Left	10.00	4.7 %	1854	1854
				Arm 6 Ahead	Inf	55.8 %		
				Arm 7 Right	15.00	39.5 %		
5/1 (A452 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Kelsey Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A452 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Alder Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: '1-AllRedPed_EveryCycle')

Stage Sequence Diagram

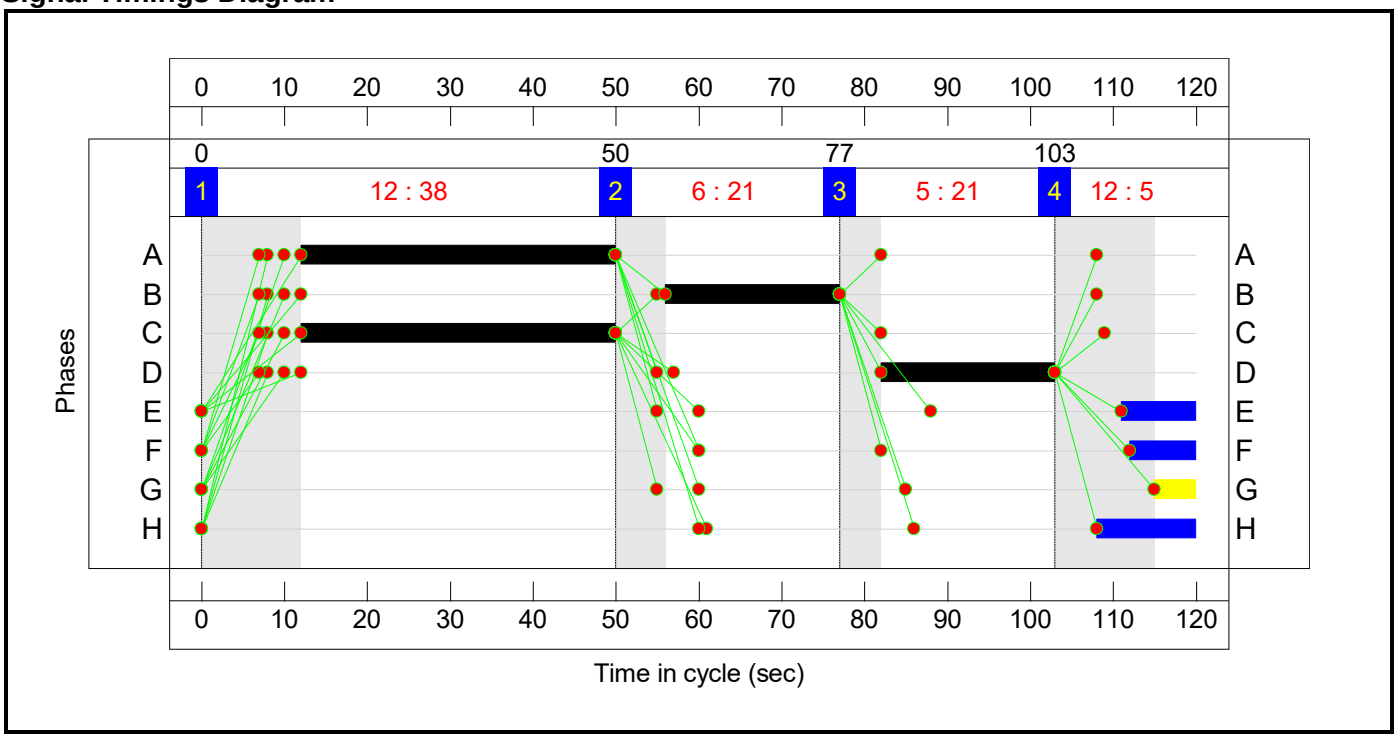


Full Input Data And Results

Stage Timings

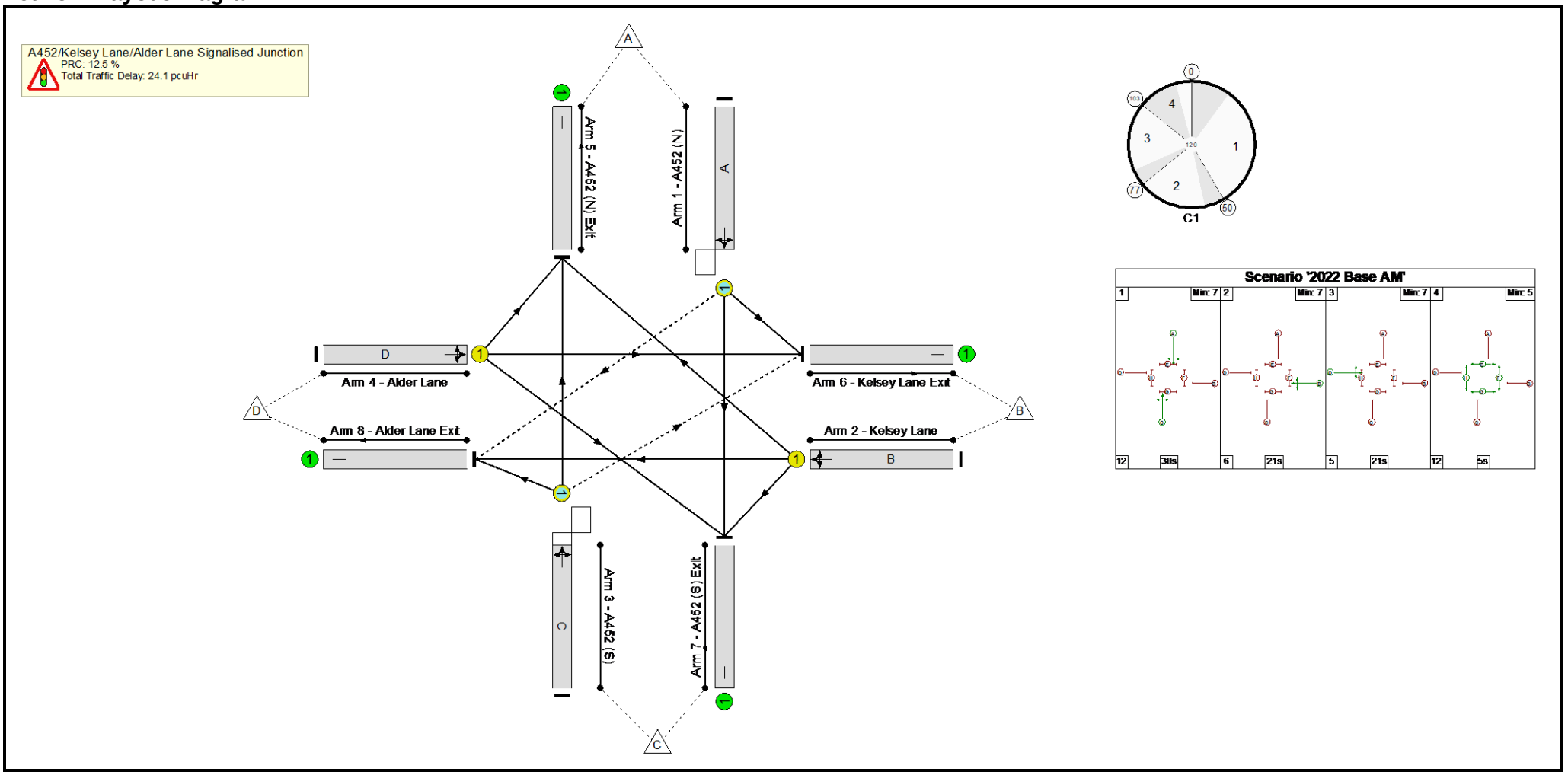
Stage	1	2	3	4
Duration	38	21	21	5
Change Point	0	50	77	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	38	-	486	1908	620	78.4%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	273	1862	341	80.0%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	38	-	477	1915	622	76.6%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	21	-	273	1866	342	79.8%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%

Full Input Data And Results

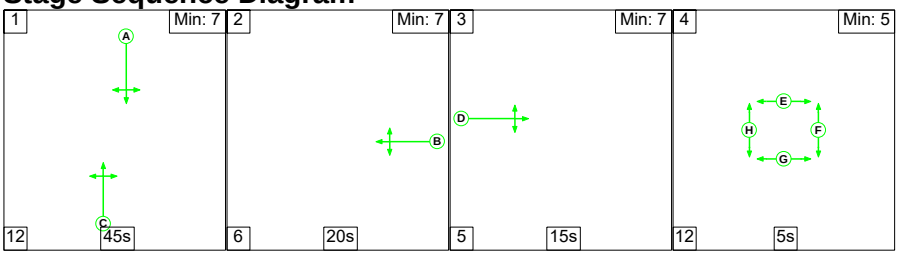
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**31**	**0**	**0**	**16.9**	**7.1**	**0.1**	**24.1**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**31**	**0**	**0**	**16.9**	**7.1**	**0.1**	**24.1**	**-**	**-**	**-**	**-**
1/1	486	486	14	0	0	5.0	1.8	0.0	6.8	50.0	14.6	1.8	16.3
2/1	273	273	-	-	-	3.6	1.9	-	5.4	71.8	8.6	1.9	10.5
3/1	477	477	17	0	0	4.8	1.6	0.1	6.5	49.0	14.2	1.6	15.8
4/1	273	273	-	-	-	3.6	1.9	-	5.4	71.6	8.6	1.9	10.5
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 24.12 Cycle Time (s): 120
PRC Over All Lanes (%): 12.5 Total Delay Over All Lanes(pcuHr): 24.12

Full Input Data And Results

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: '1-AllRedPed_EveryCycle')

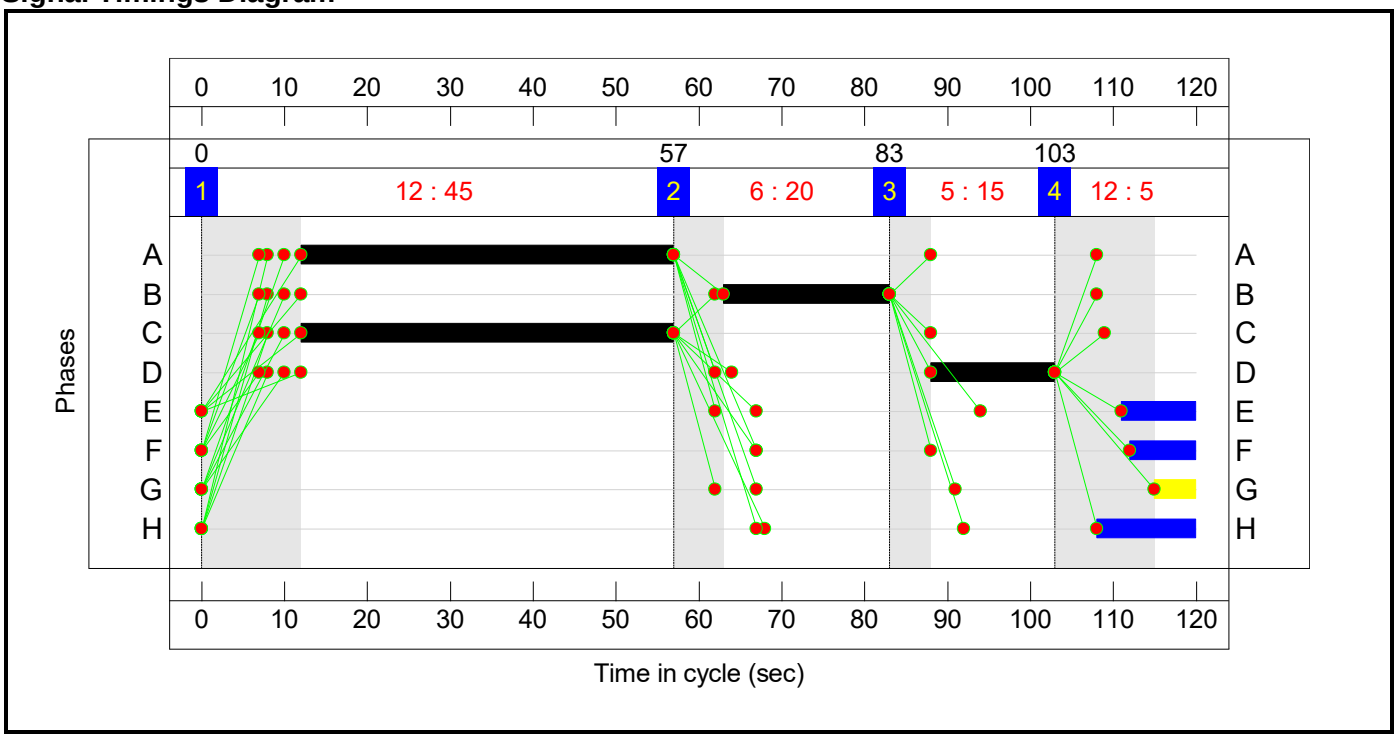
Stage Sequence Diagram



Stage Timings

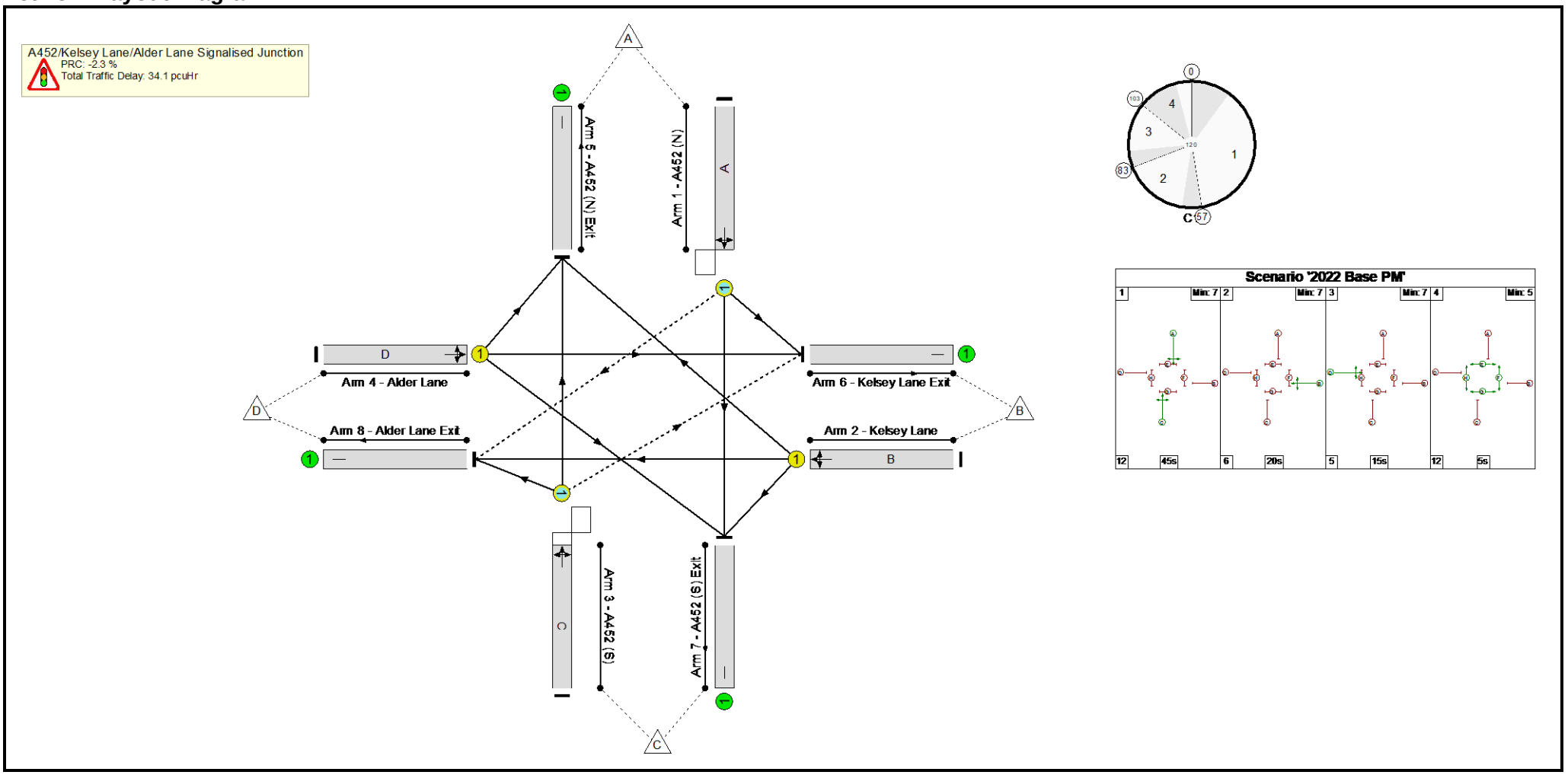
Stage	1	2	3	4
Duration	45	20	15	5
Change Point	0	57	83	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
A452/Kelsey Lane/Alder Lane Signalised Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	45	-	682	1933	741	92.0%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	20	-	286	1856	325	88.1%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	45	-	634	1933	741	85.6%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	15	-	222	1854	247	89.8%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%

Full Input Data And Results

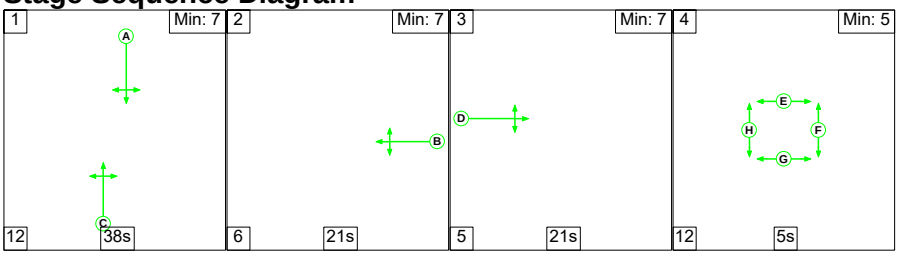
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**20**	**0**	**0**	**19.7**	**14.4**	**0.1**	**34.1**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**20**	**0**	**0**	**19.7**	**14.4**	**0.1**	**34.1**	**-**	**-**	**-**	**-**
1/1	682	682	6	0	0	6.7	5.0	0.0	11.6	61.5	21.6	5.0	26.5
2/1	286	286	-	-	-	3.8	3.2	-	7.0	88.2	9.3	3.2	12.5
3/1	634	634	14	0	0	6.0	2.8	0.1	8.9	50.4	19.4	2.8	22.2
4/1	222	222	-	-	-	3.2	3.5	-	6.6	107.3	7.3	3.5	10.7
5/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 34.15 Cycle Time (s): 120
PRC Over All Lanes (%): -2.3 Total Delay Over All Lanes(pcuHr): 34.15

Full Input Data And Results

Scenario 3: '2023 Base AM' (FG3: '2023 Base (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

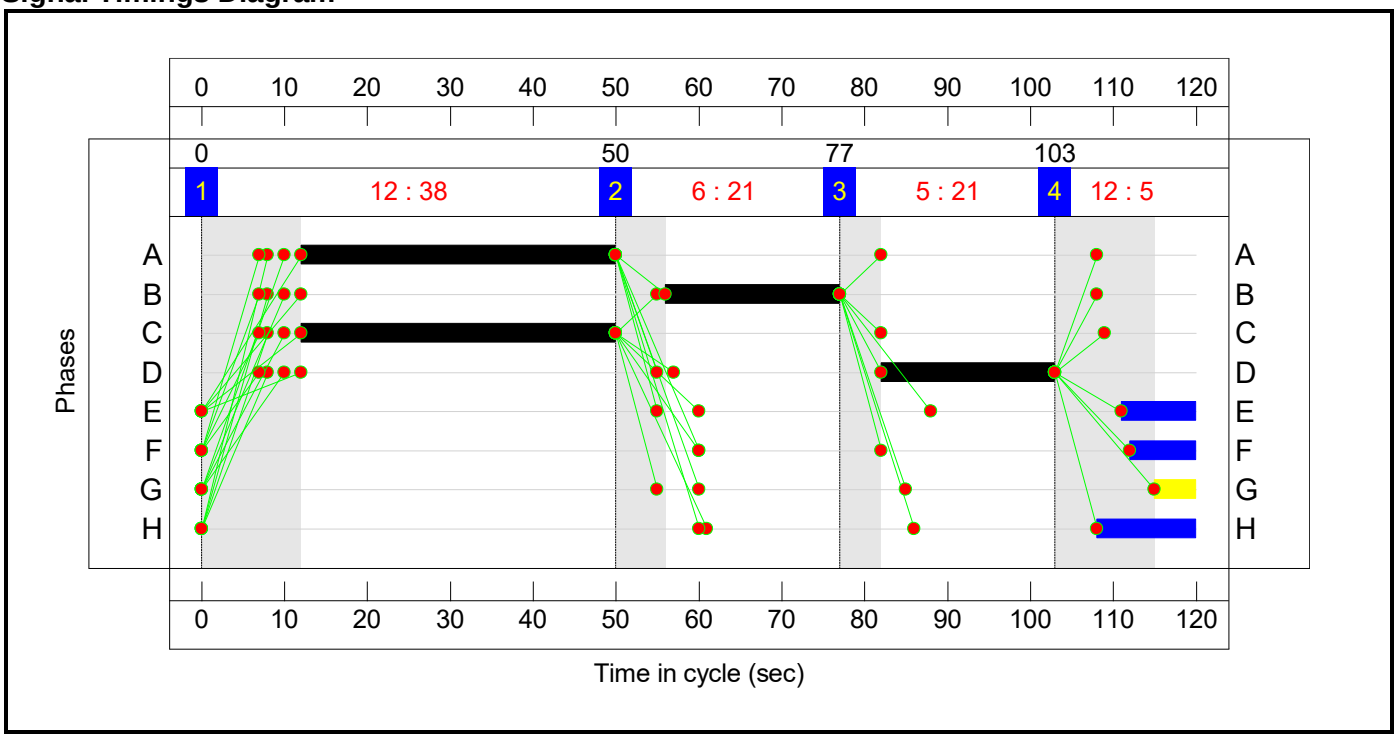
Stage Sequence Diagram



Stage Timings

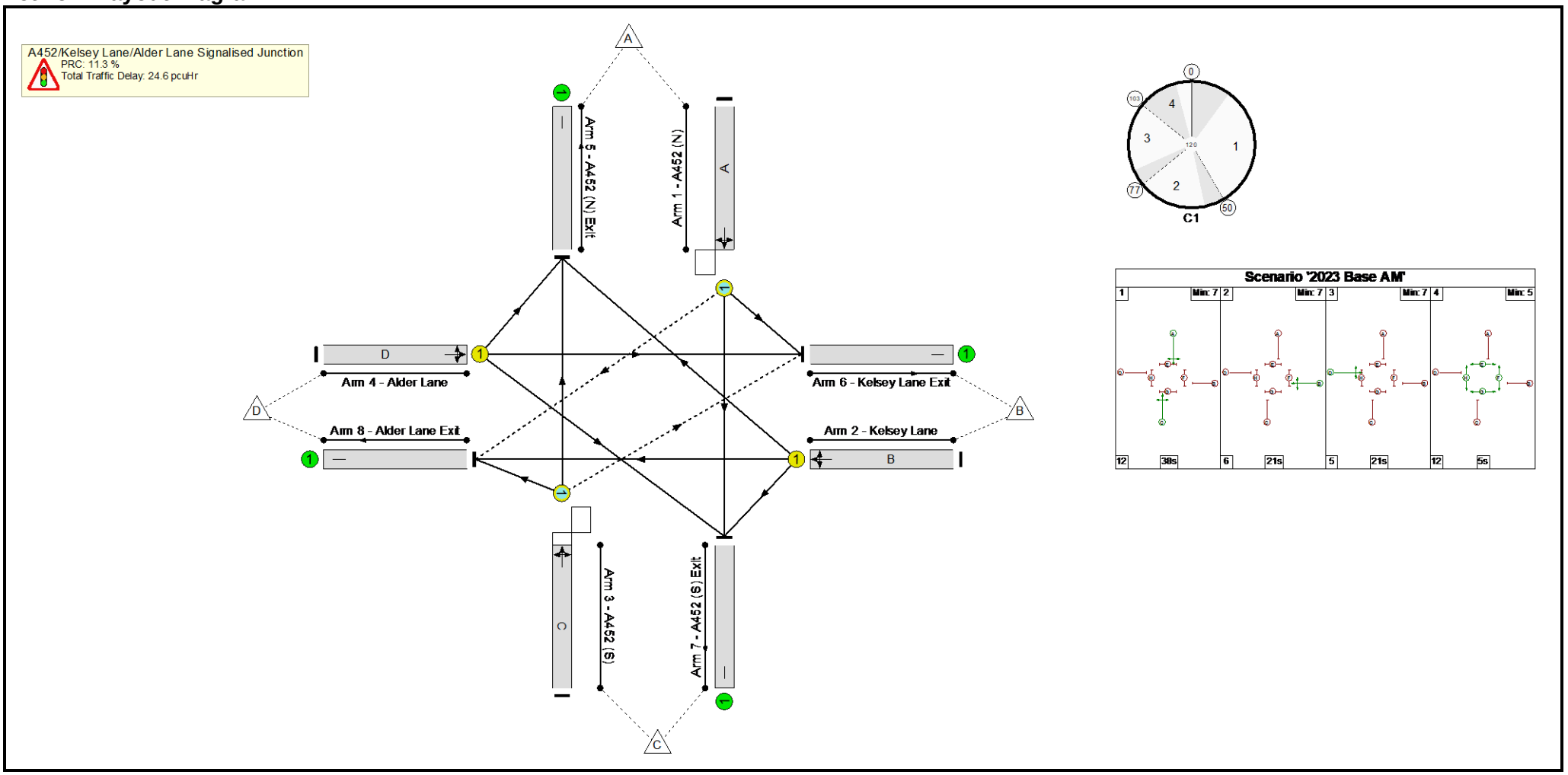
Stage	1	2	3	4
Duration	38	21	21	5
Change Point	0	50	77	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	38	-	490	1908	620	79.0%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	276	1862	341	80.9%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	38	-	481	1915	622	77.3%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	21	-	275	1866	342	80.4%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%

Full Input Data And Results

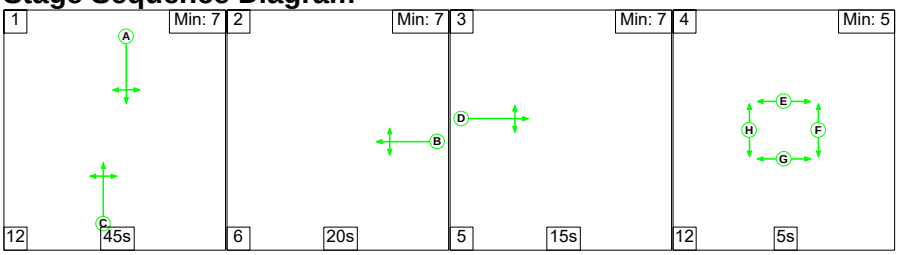
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**31**	**0**	**0**	**17.1**	**7.4**	**0.1**	**24.6**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**31**	**0**	**0**	**17.1**	**7.4**	**0.1**	**24.6**	**-**	**-**	**-**	**-**
1/1	490	490	14	0	0	5.0	1.8	0.0	6.9	50.5	14.7	1.8	16.5
2/1	276	276	-	-	-	3.6	2.0	-	5.6	72.9	8.8	2.0	10.8
3/1	481	481	17	0	0	4.9	1.7	0.1	6.6	49.4	14.4	1.7	16.1
4/1	275	275	-	-	-	3.6	1.9	-	5.5	72.3	8.7	1.9	10.6
5/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 120
PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 4: '2023 Base PM' (FG4: '2023 Base (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

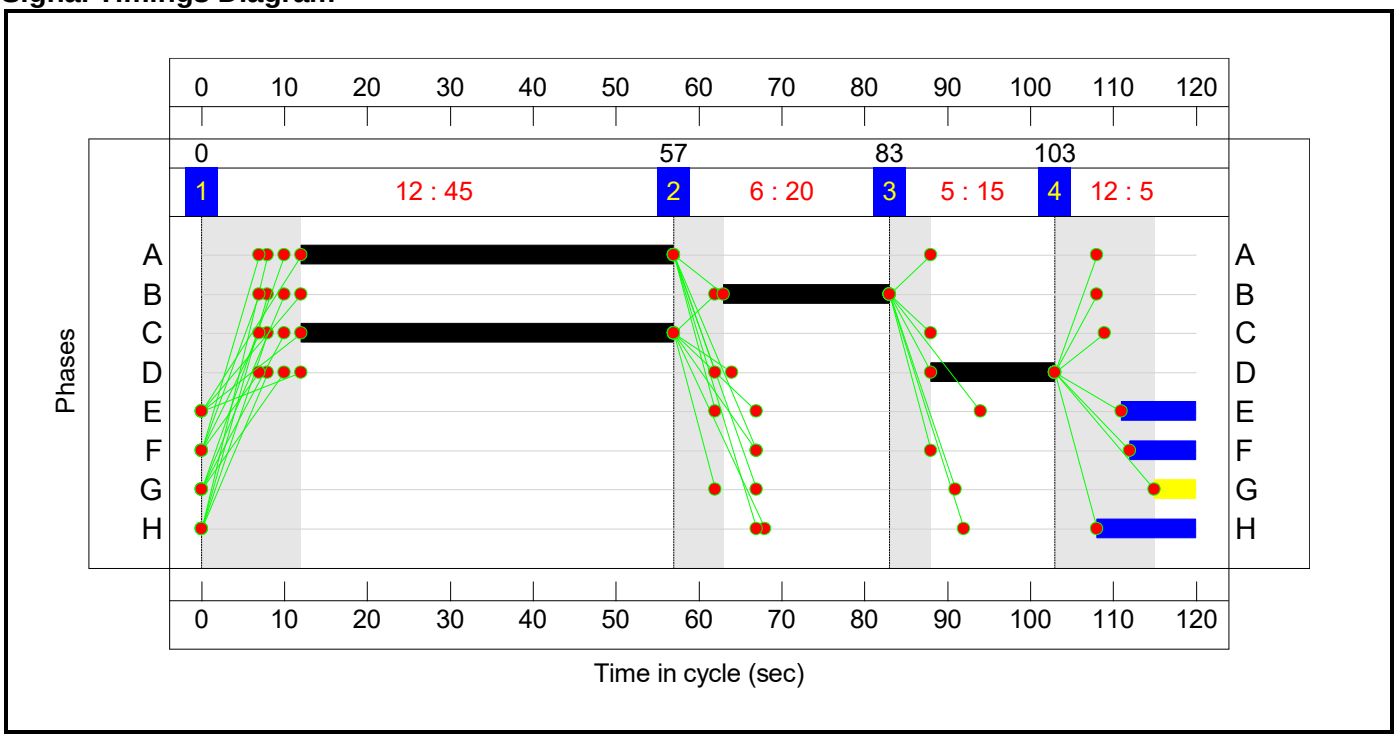
Stage Sequence Diagram



Stage Timings

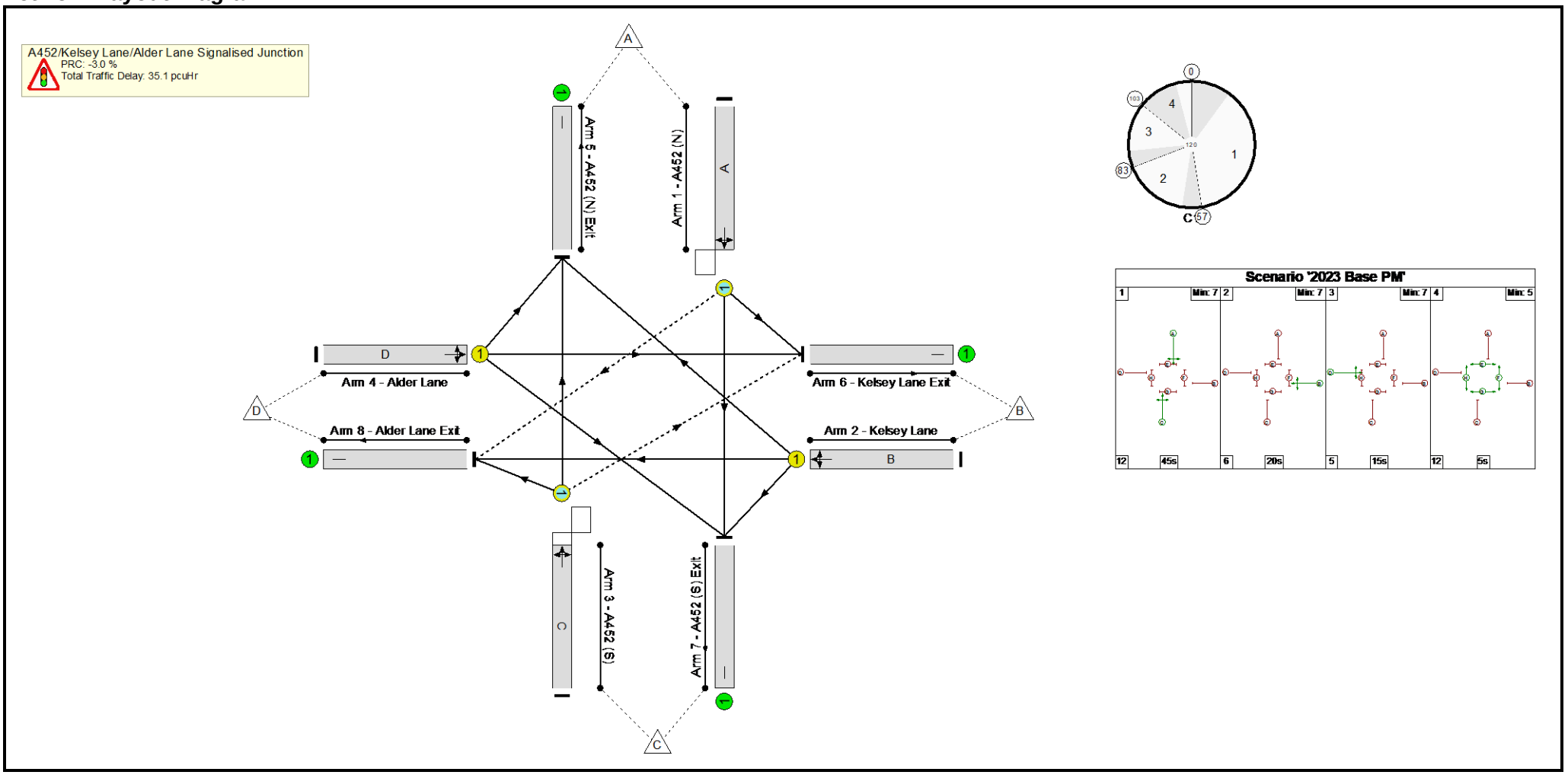
Stage	1	2	3	4
Duration	45	20	15	5
Change Point	0	57	83	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
A452/Kelsey Lane/Alder Lane Signalised Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	45	-	687	1933	741	92.7%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	20	-	288	1856	325	88.7%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	45	-	638	1933	741	86.1%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	15	-	223	1854	247	90.2%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%

Full Input Data And Results

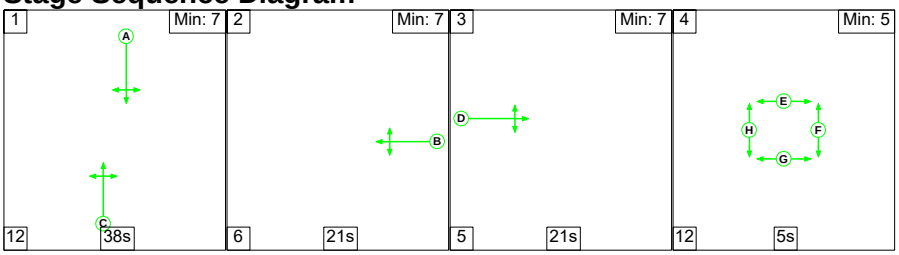
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**20**	**0**	**0**	**19.8**	**15.1**	**0.1**	**35.1**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**20**	**0**	**0**	**19.8**	**15.1**	**0.1**	**35.1**	**-**	**-**	**-**	**-**
1/1	687	687	6	0	0	6.8	5.3	0.0	12.1	63.4	21.8	5.3	27.1
2/1	288	288	-	-	-	3.9	3.3	-	7.2	89.8	9.4	3.3	12.7
3/1	638	638	14	0	0	6.0	2.9	0.1	9.1	51.1	19.5	2.9	22.4
4/1	223	223	-	-	-	3.2	3.6	-	6.7	108.7	7.3	3.6	10.9
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 35.06 Cycle Time (s): 120
PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 35.06

Full Input Data And Results

Scenario 5: '2028 Base AM' (FG5: '2028 Base (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

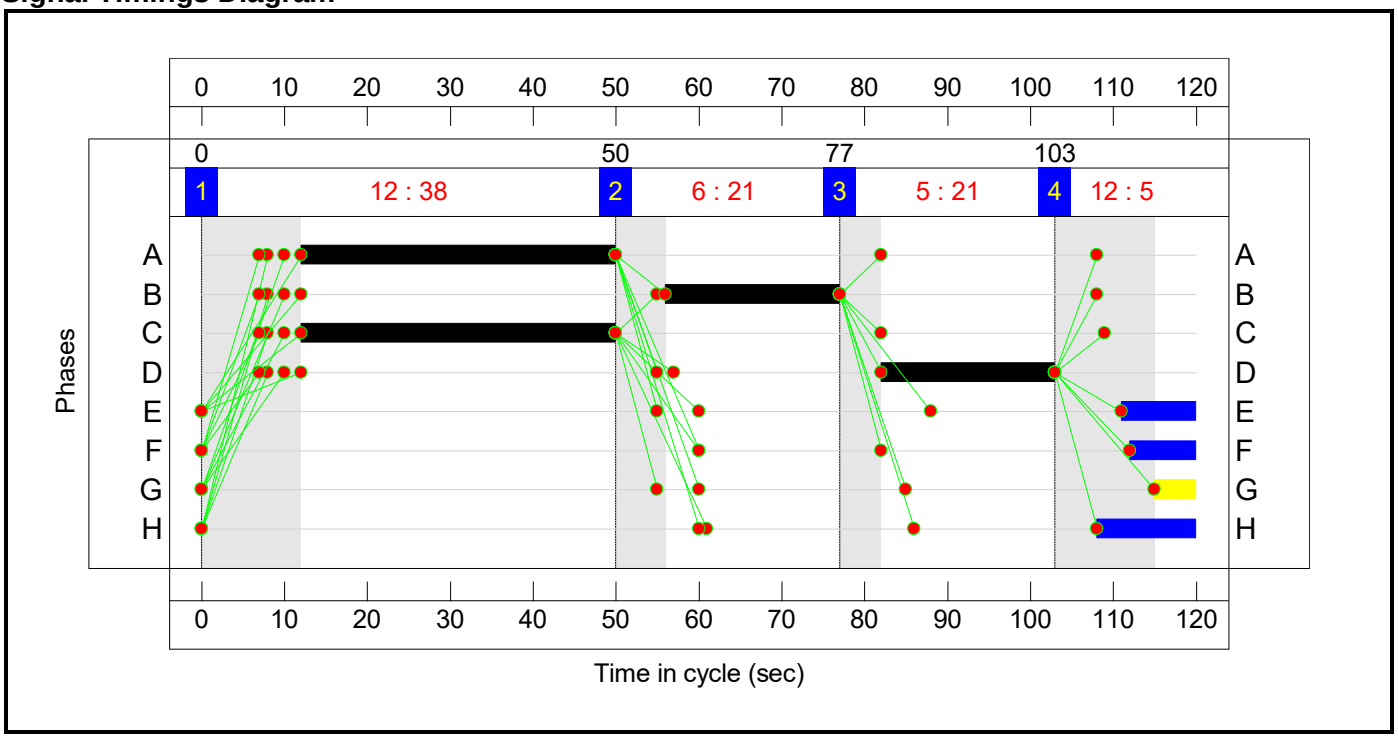
Stage Sequence Diagram



Stage Timings

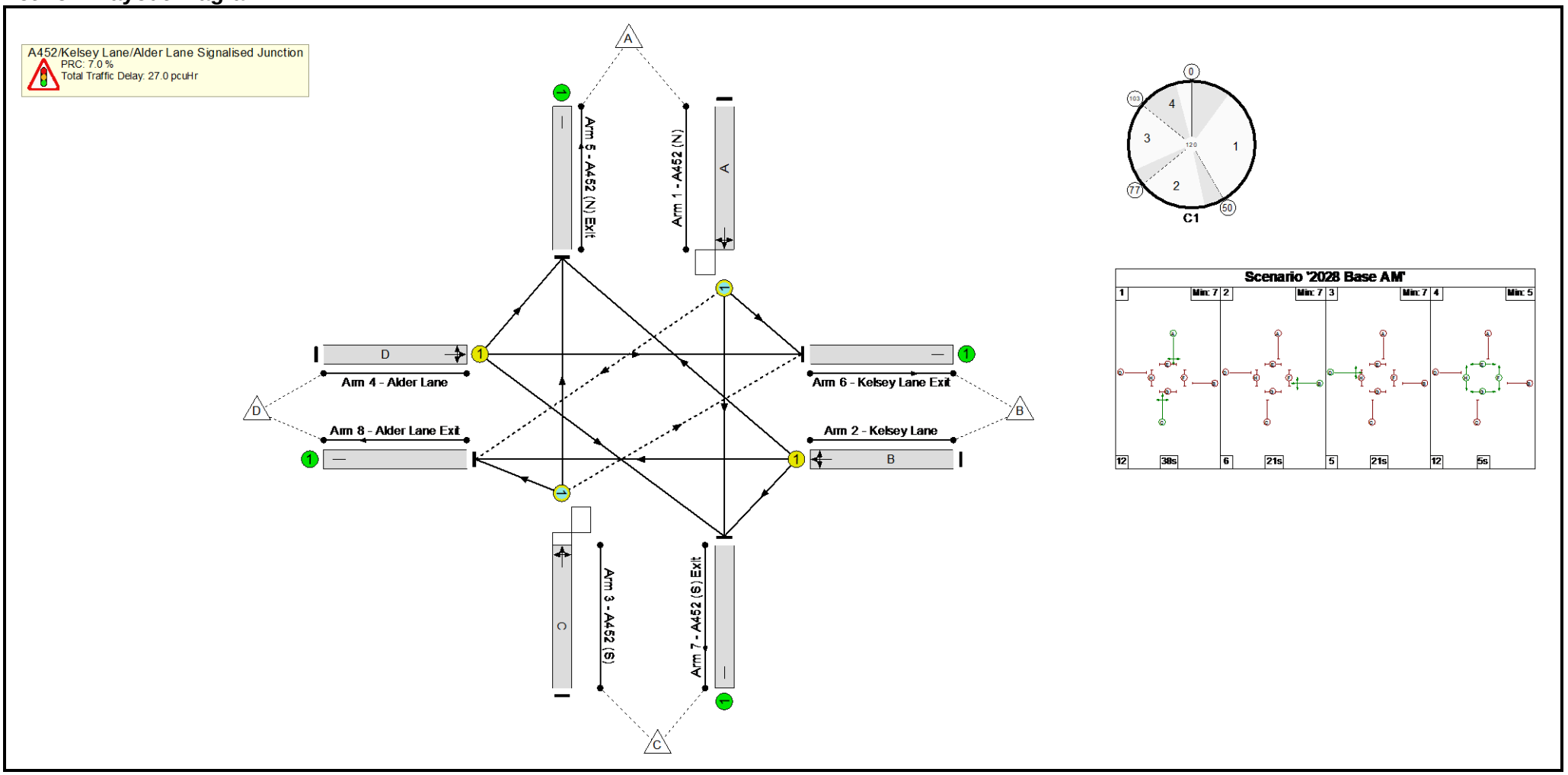
Stage	1	2	3	4
Duration	38	21	21	5
Change Point	0	50	77	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	38	-	509	1908	620	82.1%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	287	1862	341	84.1%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	38	-	501	1915	622	80.5%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	21	-	286	1866	342	83.6%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%

Full Input Data And Results

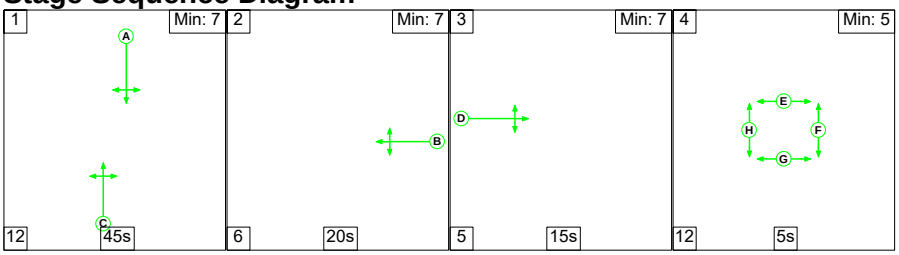
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**32**	**0**	**0**	**18.0**	**9.0**	**0.1**	**27.0**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**32**	**0**	**0**	**18.0**	**9.0**	**0.1**	**27.0**	**-**	**-**	**-**	**-**
1/1	509	509	14	0	0	5.3	2.2	0.0	7.5	53.2	15.6	2.2	17.8
2/1	287	287	-	-	-	3.8	2.4	-	6.2	77.7	9.2	2.4	11.6
3/1	501	501	18	0	0	5.2	2.0	0.1	7.2	51.9	15.2	2.0	17.2
4/1	286	286	-	-	-	3.8	2.4	-	6.1	76.9	9.1	2.4	11.5
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 27.04 Cycle Time (s): 120
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 27.04

Full Input Data And Results

Scenario 6: '2028 Base PM' (FG6: '2028 Base (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

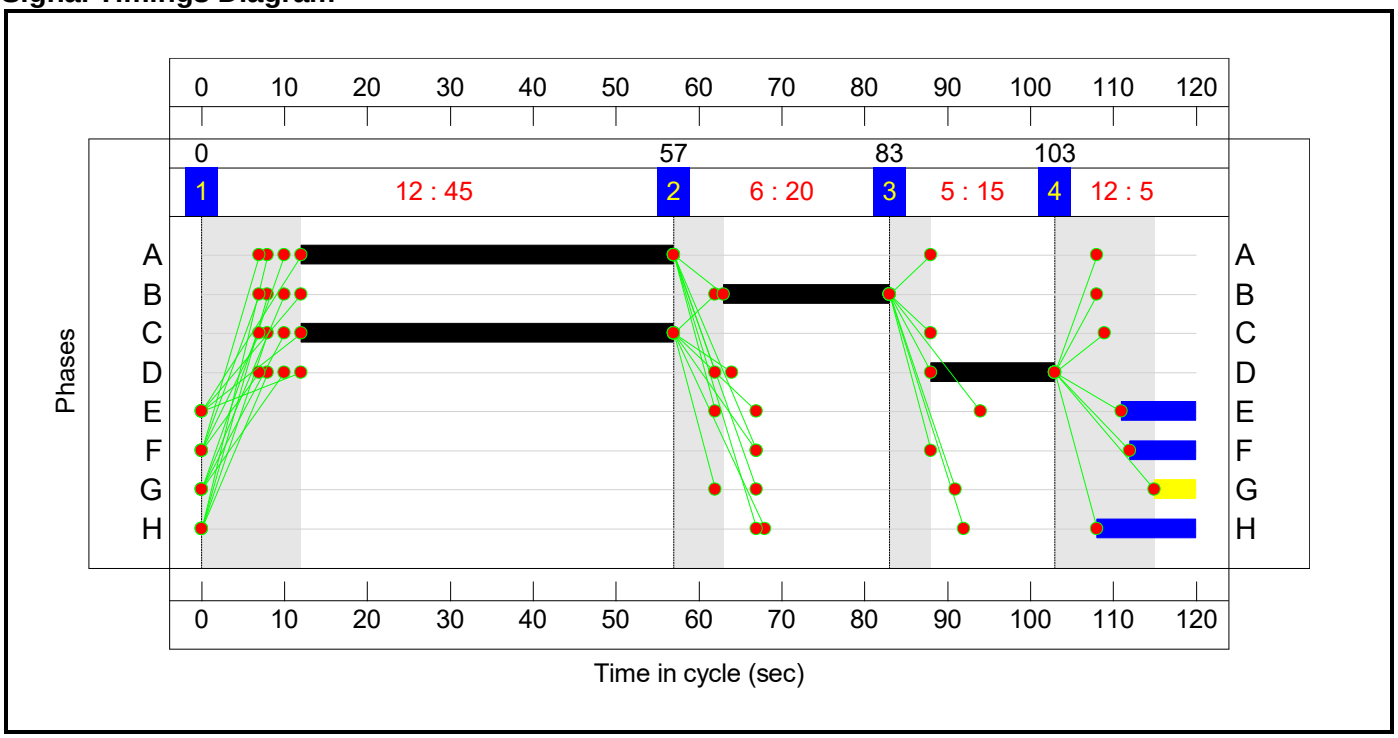
Stage Sequence Diagram



Stage Timings

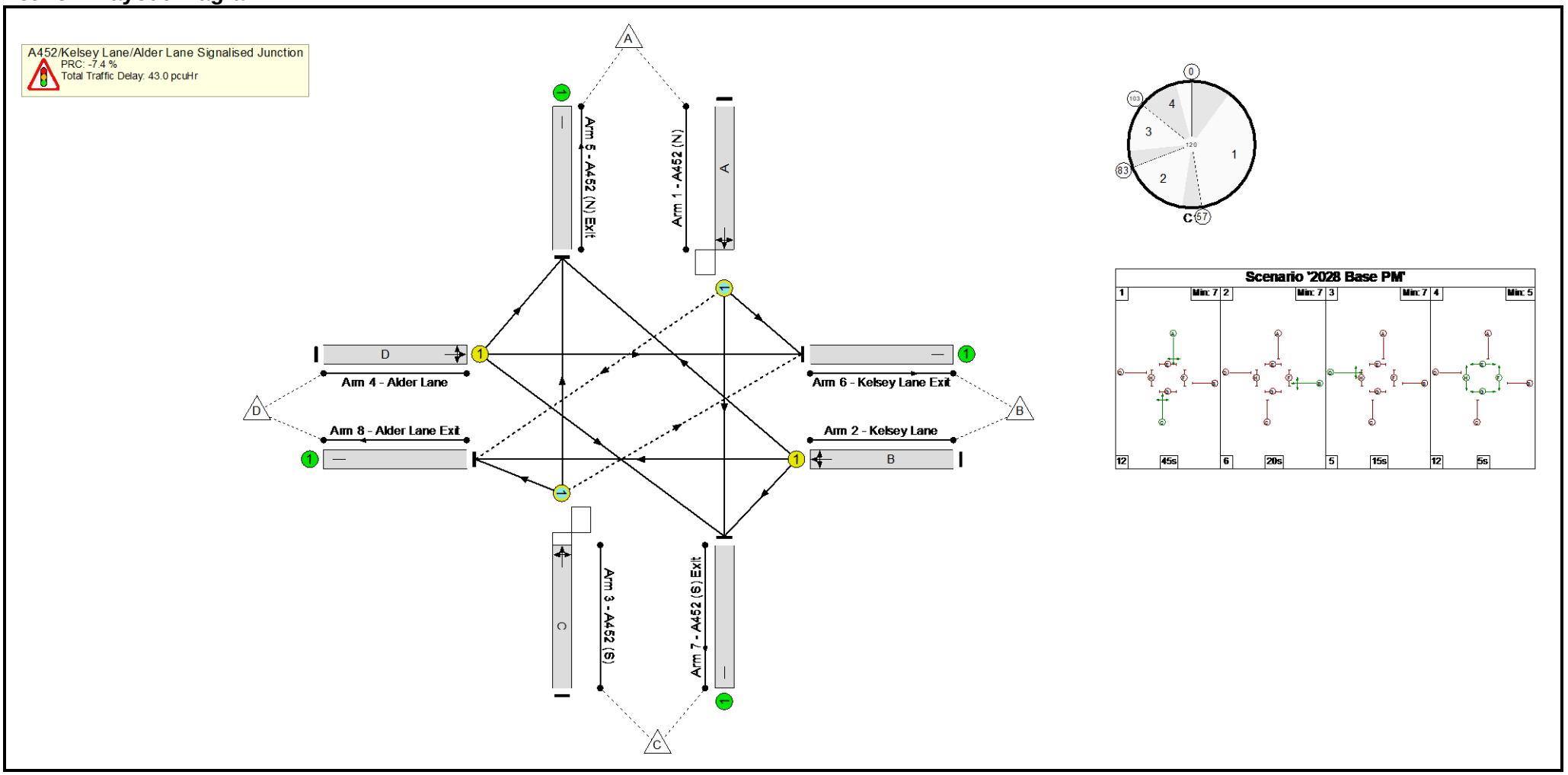
Stage	1	2	3	4
Duration	45	20	15	5
Change Point	0	57	83	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.6%**
A452/Kelsey Lane/Alder Lane Signalised Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.6%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	45	-	716	1933	741	96.6%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	20	-	300	1856	325	92.4%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	45	-	666	1933	741	89.9%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	15	-	233	1854	247	94.3%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%

Full Input Data And Results

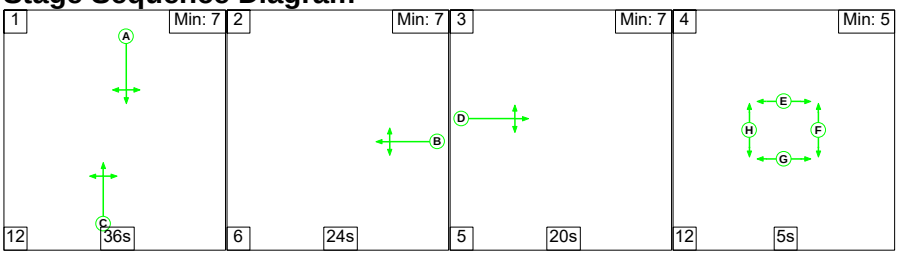
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**17**	**0**	**4**	**21.0**	**21.8**	**0.1**	**43.0**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**17**	**0**	**4**	**21.0**	**21.8**	**0.1**	**43.0**	**-**	**-**	**-**	**-**
1/1	716	716	6	0	0	7.2	8.5	0.0	15.8	79.2	23.3	8.5	31.8
2/1	300	300	-	-	-	4.1	4.5	-	8.5	102.1	9.8	4.5	14.3
3/1	666	666	11	0	4	6.4	4.0	0.1	10.6	57.0	20.7	4.0	24.7
4/1	233	233	-	-	-	3.3	4.9	-	8.2	126.8	7.6	4.9	12.5
5/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 43.02 Cycle Time (s): 120
PRC Over All Lanes (%): -7.4 Total Delay Over All Lanes(pcuHr): 43.02

Full Input Data And Results

Scenario 7: '2028 Base + Dev AM' (FG7: '2028 Base + Dev (TEMPro) AM', Plan 1: '1-AllRedPed_EveryCycle')

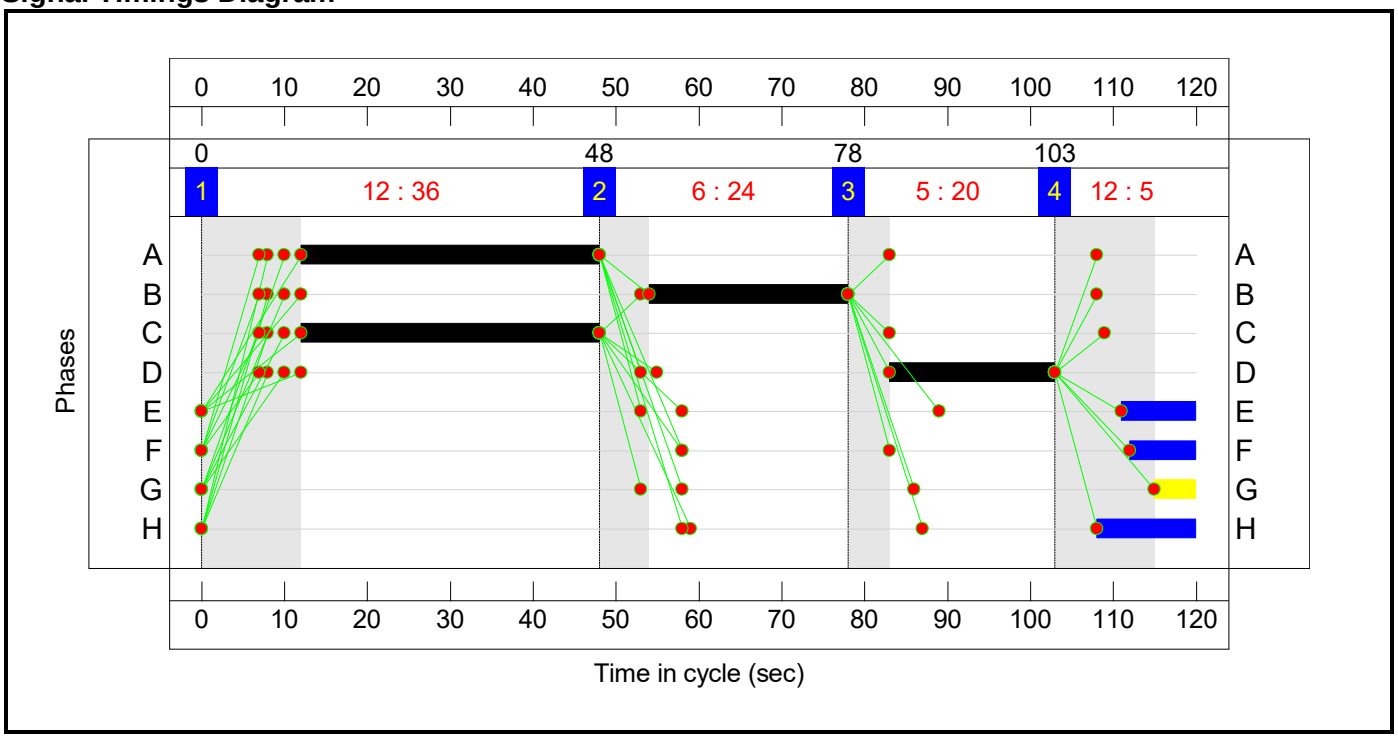
Stage Sequence Diagram



Stage Timings

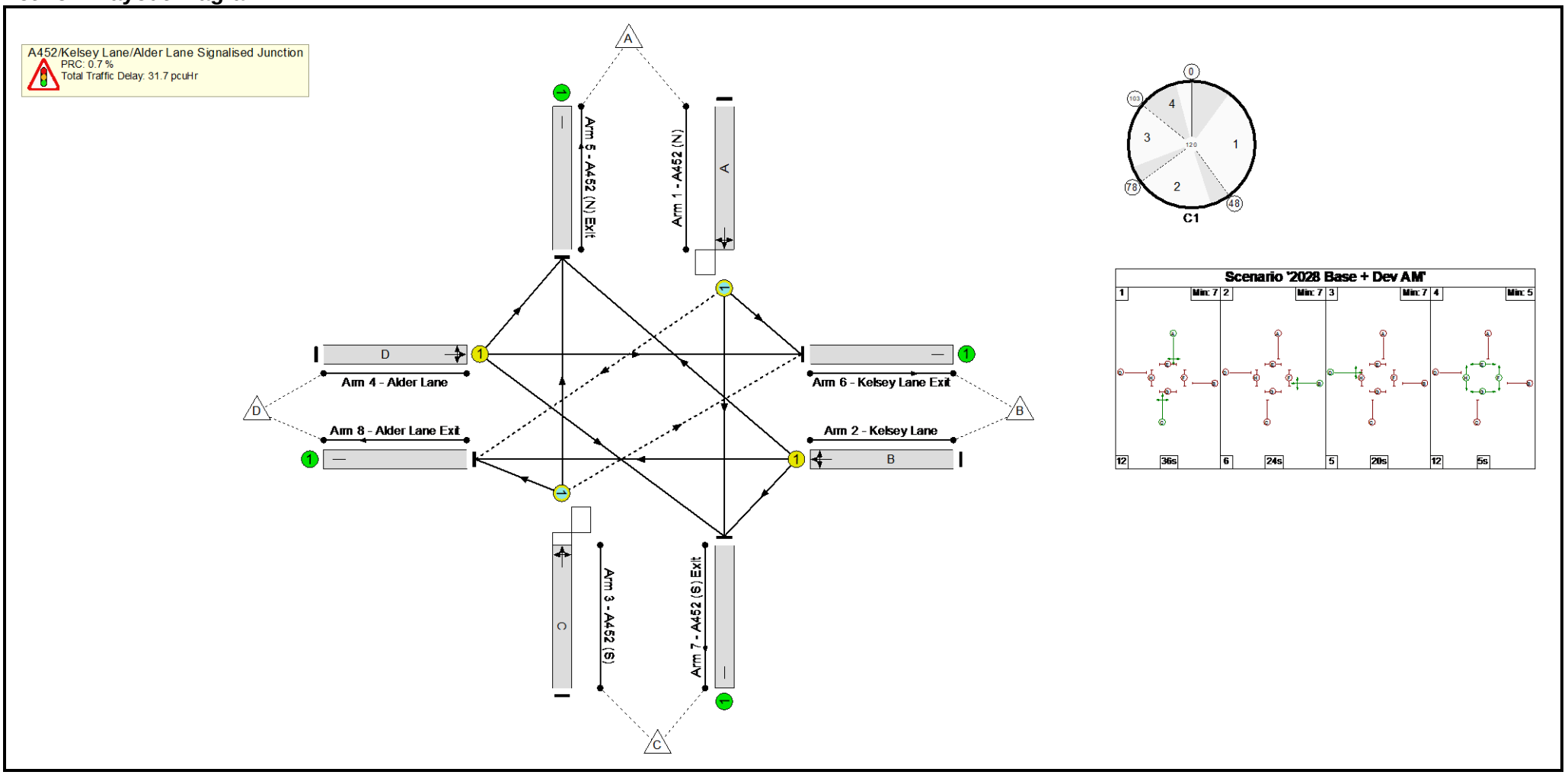
Stage	1	2	3	4
Duration	36	24	20	5
Change Point	0	48	78	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	36	-	524	1902	586	89.4%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	24	-	333	1848	385	86.5%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	36	-	501	1915	590	84.8%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	20	-	286	1866	327	87.6%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%

Full Input Data And Results

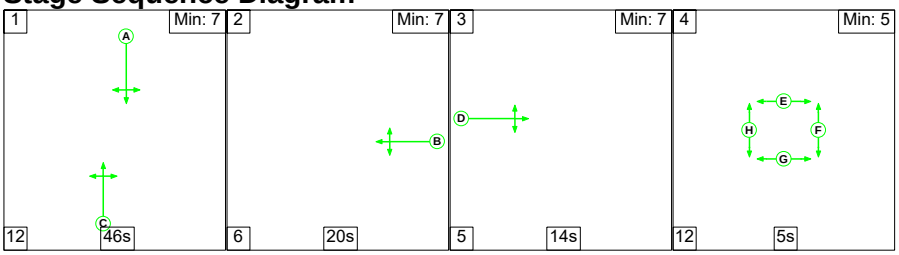
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**32**	**0**	**0**	**19.3**	**12.3**	**0.1**	**31.7**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**32**	**0**	**0**	**19.3**	**12.3**	**0.1**	**31.7**	**-**	**-**	**-**	**-**
1/1	524	524	14	0	0	5.8	3.7	0.0	9.6	65.6	16.6	3.7	20.3
2/1	333	333	-	-	-	4.2	2.9	-	7.1	77.0	10.6	2.9	13.5
3/1	501	501	18	0	0	5.4	2.6	0.1	8.1	58.5	15.6	2.6	18.2
4/1	286	286	-	-	-	3.8	3.1	-	6.9	86.8	9.2	3.1	12.3
5/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 31.71 Cycle Time (s): 120
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 31.71

Full Input Data And Results

Scenario 8: '2028 Base + Dev PM' (FG8: '2028 Base + Dev (TEMPro) PM', Plan 1: '1-AllRedPed_EveryCycle')

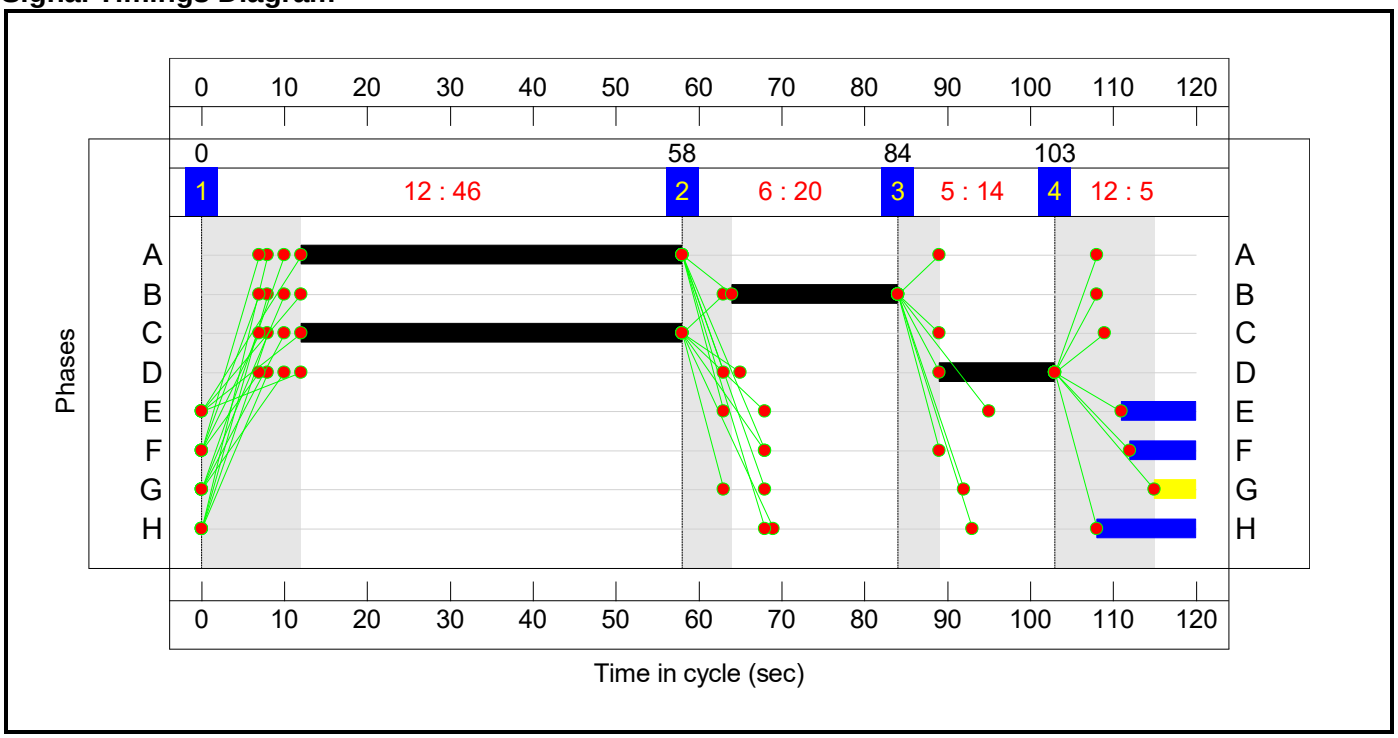
Stage Sequence Diagram



Stage Timings

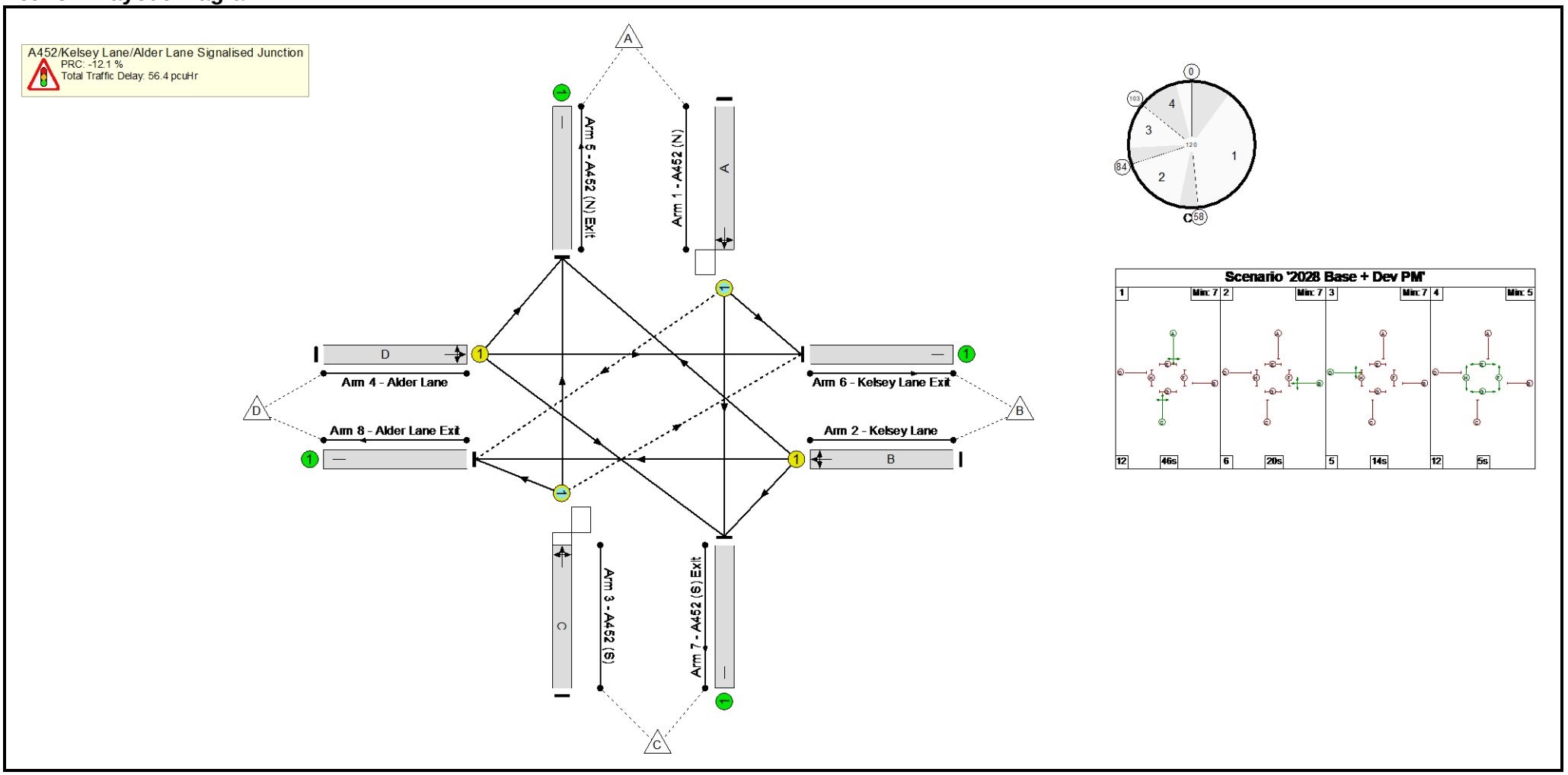
Stage	1	2	3	4
Duration	46	20	14	5
Change Point	0	58	84	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.9%**
A452/Kelsey Lane/Alder Lane Signalised Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.9%**
1/1	A452 (N) Left Ahead Right	O	N/A	N/A	A		1	46	-	758	1919	752	100.9%
2/1	Kelsey Lane Right Left Ahead	U	N/A	N/A	B		1	20	-	317	1851	324	97.9%
3/1	A452 (S) Ahead Right Left	O	N/A	N/A	C		1	46	-	666	1933	757	88.0%
4/1	Alder Lane Left Ahead Right	U	N/A	N/A	D		1	14	-	233	1854	232	100.5%
5/1	A452 (N) Exit	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1	Kelsey Lane Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	A452 (S) Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
8/1	Alder Lane Exit	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**6**	**0**	**15**	**22.1**	**34.2**	**0.1**	**56.4**	**-**	**-**	**-**	**-**
A452/Kelsey Lane/Alder Lane Signalised Junction	**-**	**-**	**6**	**0**	**15**	**22.1**	**34.2**	**0.1**	**56.4**	**-**	**-**	**-**	**-**
1/1	758	752	6	0	0	8.0	15.5	0.0	23.5	111.7	25.5	15.5	40.9
2/1	317	317	-	-	-	4.3	7.3	-	11.7	132.6	10.5	7.3	17.8
3/1	666	666	0	0	15	6.3	3.4	0.1	9.8	52.9	20.5	3.4	23.9
4/1	233	232	-	-	-	3.4	8.0	-	11.4	176.1	7.8	8.0	15.8
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -12.1 Total Delay for Signalled Lanes (pcuHr): 56.38 Cycle Time (s): 120
PRC Over All Lanes (%): -12.1 Total Delay Over All Lanes(pcuHr): 56.38

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574

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

Filename: J4- A452_Gipsy Lane - OneHourProfile v2.j10
Path: C:\PJA\Phil Jones Associates\SharedData - 05655 Pheasant Oak Farm\9 - Transport\2. Technical\Modelling
Report generation date: 23/01/2023 11:23:47

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 Base											
Stream B-C	D1	0.3	8.53	0.24	A	37 % [Stream B-A]	D2	0.3	8.87	0.24	A	34 % [Stream B-A]
Stream B-A		0.1	18.01	0.09	C			0.0	17.10	0.02	C	
Stream C-AB		0.6	10.09	0.36	B			0.2	8.92	0.18	A	
	2023 Base (TEMPro)											
Stream B-C	D3	0.3	8.58	0.24	A	36 % [Stream B-A]	D4	0.3	8.93	0.25	A	33 % [Stream B-A]
Stream B-A		0.1	18.20	0.09	C			0.0	17.32	0.02	C	
Stream C-AB		0.6	10.17	0.37	B			0.2	8.97	0.19	A	
	2028 Base (TEMPro)											
Stream B-C	D5	0.4	8.84	0.25	A	30 % [Stream B-A]	D6	0.4	9.26	0.26	A	27 % [Stream B-A]
Stream B-A		0.1	19.28	0.10	C			0.0	18.51	0.02	C	
Stream C-AB		0.7	10.49	0.39	B			0.2	9.21	0.20	A	
	2028 Base + Dev (TEMPro)											
Stream B-C	D7	0.4	9.17	0.26	A	25 % [Stream B-A]	D8	0.4	9.39	0.26	A	23 % [Stream B-A]
Stream B-A		0.1	20.68	0.10	C			0.0	19.65	0.02	C	
Stream C-AB		0.7	10.85	0.40	B			0.2	9.31	0.20	A	

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

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

File summary

File Description

Title	
Location	
Site number	
Date	16/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Beth Street
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2023 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D4	2023 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D7	2028 Base + Dev (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D8	2028 Base + Dev (TEMPro)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-A	2.50	A

Arms

Arms

Arm	Name	Description	Arm type
A	A452 (S)		Major
B	Gipsy Lane		Minor
C	A452 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	2.90	100.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.60	3.50	3.20	3.20	✓	1.00	84	98

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	545	0.097	0.245	0.154	0.351
B-C	738	0.111	0.280	-	-
C-B	680	0.258	0.258	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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		✓	505	100.000
B		✓	146	100.000
C		✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	43	462
	B	21	0	125
	C	482	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	19	0	4
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	8.53	0.3	A
B-A	0.09	18.01	0.1	C
C-AB	0.36	10.09	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	630	0.149	93	0.2	6.967	A
B-A	16	352	0.045	16	0.1	12.709	B
C-AB	134	586	0.229	133	0.3	7.925	A
C-A	362			362			
A-B	32			32			
A-C	348			348			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	608	0.185	112	0.2	7.546	A
B-A	19	314	0.060	19	0.1	14.499	B
C-AB	162	573	0.283	161	0.4	8.755	A
C-A	431			431			
A-B	39			39			
A-C	415			415			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	577	0.239	137	0.3	8.515	A
B-A	23	261	0.089	23	0.1	17.968	C
C-AB	204	562	0.363	203	0.6	10.047	B
C-A	521			521			
A-B	47			47			
A-C	509			509			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	576	0.239	138	0.3	8.532	A
B-A	23	261	0.089	23	0.1	18.010	C
C-AB	204	562	0.363	204	0.6	10.089	B
C-A	521			521			
A-B	47			47			
A-C	509			509			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	608	0.185	113	0.2	7.565	A
B-A	19	314	0.060	19	0.1	14.540	B
C-AB	162	573	0.282	163	0.4	8.805	A
C-A	431			431			
A-B	39			39			
A-C	415			415			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	630	0.149	94	0.2	6.992	A
B-A	16	352	0.045	16	0.1	12.749	B
C-AB	134	587	0.229	135	0.3	7.982	A
C-A	362			362			
A-B	32			32			
A-C	348			348			

2022 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	Stream B-A	1.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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		✓	668	100.000
B		✓	122	100.000
C		✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	663
	B	3	0	119
	C	648	82	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	8.87	0.3	A
B-A	0.02	17.10	0.0	C
C-AB	0.18	8.92	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	603	0.149	89	0.2	6.991	A
B-A	2	315	0.007	2	0.0	11.512	B
C-AB	62	551	0.112	61	0.1	7.342	A
C-A	488			488			
A-B	4			4			
A-C	499			499			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	575	0.186	107	0.2	7.678	A
B-A	3	273	0.010	3	0.0	13.337	B
C-AB	74	527	0.140	74	0.2	7.944	A
C-A	582			582			
A-B	4			4			
A-C	596			596			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	537	0.244	131	0.3	8.856	A
B-A	3	214	0.015	3	0.0	17.091	C
C-AB	91	495	0.184	91	0.2	8.906	A
C-A	713			713			
A-B	6			6			
A-C	730			730			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	537	0.244	131	0.3	8.872	A
B-A	3	214	0.015	3	0.0	17.103	C
C-AB	91	495	0.184	91	0.2	8.916	A
C-A	713			713			
A-B	6			6			
A-C	730			730			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	575	0.186	107	0.2	7.697	A
B-A	3	272	0.010	3	0.0	13.346	B
C-AB	74	527	0.140	74	0.2	7.957	A
C-A	582			582			
A-B	4			4			
A-C	596			596			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	603	0.149	90	0.2	7.014	A
B-A	2	315	0.007	2	0.0	11.521	B
C-AB	62	551	0.112	62	0.1	7.361	A
C-A	488			488			
A-B	4			4			
A-C	499			499			

2023 Base (TEMPro), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Stream B-A	2.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Base (TEMPro)	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		✓	509	100.000
B		✓	147	100.000
C		✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	465
	B	21	0	126
	C	486	179	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	19	0	4
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	8.58	0.3	A
B-A	0.09	18.20	0.1	C
C-AB	0.37	10.17	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	629	0.151	94	0.2	6.986	A
B-A	16	351	0.045	16	0.1	12.774	B
C-AB	136	586	0.232	135	0.3	7.963	A
C-A	365			365			
A-B	33			33			
A-C	350			350			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	607	0.187	113	0.2	7.573	A
B-A	19	312	0.060	19	0.1	14.601	B
C-AB	164	572	0.286	163	0.4	8.807	A
C-A	434			434			
A-B	40			40			
A-C	418			418			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	575	0.241	138	0.3	8.559	A
B-A	23	259	0.089	23	0.1	18.159	C
C-AB	207	562	0.368	206	0.6	10.119	B
C-A	525			525			
A-B	48			48			
A-C	512			512			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	575	0.241	139	0.3	8.575	A
B-A	23	258	0.089	23	0.1	18.202	C
C-AB	207	562	0.368	207	0.6	10.167	B
C-A	525			525			
A-B	48			48			
A-C	512			512			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	607	0.187	114	0.2	7.592	A
B-A	19	312	0.061	19	0.1	14.640	B
C-AB	164	573	0.286	165	0.4	8.859	A
C-A	434			434			
A-B	40			40			
A-C	418			418			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	629	0.151	95	0.2	7.014	A
B-A	16	350	0.045	16	0.1	12.815	B
C-AB	136	586	0.232	136	0.3	8.019	A
C-A	365			365			
A-B	33			33			
A-C	350			350			

2023 Base (TEMPro), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Stream B-A	1.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Base (TEMPro)	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		✓	673	100.000
B		✓	123	100.000
C		✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	668
	B	3	0	120
	C	653	83	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.93	0.3	A
B-A	0.02	17.32	0.0	C
C-AB	0.19	8.97	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	602	0.150	90	0.2	7.016	A
B-A	2	313	0.007	2	0.0	11.577	B
C-AB	63	550	0.114	62	0.1	7.368	A
C-A	492			492			
A-B	4			4			
A-C	503			503			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	574	0.188	108	0.2	7.714	A
B-A	3	270	0.010	3	0.0	13.442	B
C-AB	75	526	0.142	75	0.2	7.979	A
C-A	587			587			
A-B	4			4			
A-C	601			601			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	535	0.247	132	0.3	8.915	A
B-A	3	211	0.016	3	0.0	17.305	C
C-AB	92	494	0.187	92	0.2	8.958	A
C-A	718			718			
A-B	6			6			
A-C	735			735			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	535	0.247	132	0.3	8.931	A
B-A	3	211	0.016	3	0.0	17.317	C
C-AB	92	494	0.187	92	0.2	8.968	A
C-A	718			718			
A-B	6			6			
A-C	735			735			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	574	0.188	108	0.2	7.734	A
B-A	3	270	0.010	3	0.0	13.452	B
C-AB	75	526	0.142	75	0.2	7.992	A
C-A	587			587			
A-B	4			4			
A-C	601			601			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	602	0.150	91	0.2	7.039	A
B-A	2	313	0.007	2	0.0	11.589	B
C-AB	63	550	0.114	63	0.1	7.390	A
C-A	492			492			
A-B	4			4			
A-C	503			503			

2028 Base (TEMPro), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Stream B-A	2.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base (TEMPro)	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		✓	530	100.000
B		✓	153	100.000
C		✓	692	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	485
	B	22	0	131
	C	506	186	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	19	0	4
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.84	0.4	A
B-A	0.10	19.28	0.1	C
C-AB	0.39	10.49	0.7	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	625	0.158	98	0.2	7.098	A
B-A	17	343	0.048	16	0.1	13.114	B
C-AB	141	583	0.243	140	0.3	8.118	A
C-A	380			380			
A-B	34			34			
A-C	365			365			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	601	0.196	118	0.3	7.737	A
B-A	20	302	0.065	20	0.1	15.144	C
C-AB	171	569	0.300	170	0.4	9.026	A
C-A	451			451			
A-B	40			40			
A-C	436			436			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	568	0.254	144	0.3	8.824	A
B-A	24	247	0.098	24	0.1	19.223	C
C-AB	217	561	0.387	216	0.7	10.441	B
C-A	545			545			
A-B	50			50			
A-C	534			534			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	568	0.254	144	0.4	8.844	A
B-A	24	246	0.098	24	0.1	19.277	C
C-AB	217	562	0.387	217	0.7	10.493	B
C-A	545			545			
A-B	50			50			
A-C	534			534			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	601	0.196	118	0.3	7.759	A
B-A	20	302	0.065	20	0.1	15.197	C
C-AB	171	570	0.300	172	0.4	9.084	A
C-A	451			451			
A-B	40			40			
A-C	436			436			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	624	0.158	99	0.2	7.127	A
B-A	17	342	0.048	17	0.1	13.165	B
C-AB	141	583	0.243	142	0.3	8.182	A
C-A	380			380			
A-B	34			34			
A-C	365			365			

2028 Base (TEMPro), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Stream B-A	1.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base (TEMPro)	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		✓	701	100.000
B		✓	128	100.000
C		✓	766	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	696
	B	3	0	125
	C	680	86	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	9.26	0.4	A
B-A	0.02	18.51	0.0	C
C-AB	0.20	9.21	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	596	0.158	93	0.2	7.148	A
B-A	2	304	0.007	2	0.0	11.924	B
C-AB	65	545	0.119	64	0.1	7.484	A
C-A	512			512			
A-B	4			4			
A-C	524			524			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	567	0.198	112	0.2	7.910	A
B-A	3	260	0.010	3	0.0	14.010	B
C-AB	78	520	0.149	77	0.2	8.140	A
C-A	611			611			
A-B	4			4			
A-C	626			626			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	526	0.261	137	0.3	9.239	A
B-A	3	198	0.017	3	0.0	18.493	C
C-AB	96	487	0.197	96	0.2	9.196	A
C-A	748			748			
A-B	6			6			
A-C	766			766			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	526	0.261	138	0.4	9.259	A
B-A	3	198	0.017	3	0.0	18.508	C
C-AB	96	487	0.197	96	0.2	9.209	A
C-A	748			748			
A-B	6			6			
A-C	766			766			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	567	0.198	113	0.2	7.932	A
B-A	3	259	0.010	3	0.0	14.022	B
C-AB	78	520	0.149	78	0.2	8.156	A
C-A	611			611			
A-B	4			4			
A-C	626			626			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	596	0.158	94	0.2	7.175	A
B-A	2	304	0.007	2	0.0	11.938	B
C-AB	65	545	0.119	65	0.1	7.507	A
C-A	512			512			
A-B	4			4			
A-C	524			524			

2028 Base + Dev (TEMPro), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Stream B-A	2.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 Base + Dev (TEMPro)	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		✓	576	100.000
B		✓	153	100.000
C		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	531
	B	22	0	131
	C	521	186	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	19	0	4
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	9.17	0.4	A
B-A	0.10	20.68	0.1	C
C-AB	0.40	10.85	0.7	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	615	0.160	98	0.2	7.233	A
B-A	17	332	0.050	16	0.1	13.540	B
C-AB	141	574	0.246	140	0.3	8.276	A
C-A	391			391			
A-B	34			34			
A-C	400			400			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	589	0.200	118	0.3	7.930	A
B-A	20	290	0.068	20	0.1	15.831	C
C-AB	171	560	0.306	171	0.4	9.257	A
C-A	464			464			
A-B	40			40			
A-C	477			477			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	553	0.261	144	0.4	9.145	A
B-A	24	232	0.105	24	0.1	20.609	C
C-AB	219	552	0.397	218	0.7	10.792	B
C-A	559			559			
A-B	50			50			
A-C	585			585			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	553	0.261	144	0.4	9.167	A
B-A	24	231	0.105	24	0.1	20.681	C
C-AB	219	552	0.396	219	0.7	10.853	B
C-A	559			559			
A-B	50			50			
A-C	585			585			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	589	0.200	118	0.3	7.957	A
B-A	20	290	0.068	20	0.1	15.890	C
C-AB	171	561	0.305	172	0.5	9.325	A
C-A	464			464			
A-B	40			40			
A-C	477			477			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	614	0.161	99	0.2	7.263	A
B-A	17	332	0.050	17	0.1	13.592	B
C-AB	141	574	0.246	142	0.3	8.347	A
C-A	391			391			
A-B	34			34			
A-C	400			400			

2028 Base + Dev (TEMPro), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	Stream B-A	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 Base + Dev (TEMPro)	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		✓	718	100.000
B		✓	128	100.000
C		✓	808	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	713
	B	3	0	125
	C	722	86	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	9.39	0.4	A
B-A	0.02	19.65	0.0	C
C-AB	0.20	9.31	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	593	0.159	93	0.2	7.200	A
B-A	2	296	0.008	2	0.0	12.237	B
C-AB	65	542	0.120	64	0.1	7.535	A
C-A	543			543			
A-B	4			4			
A-C	537			537			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	563	0.200	112	0.2	7.986	A
B-A	3	250	0.011	3	0.0	14.535	B
C-AB	78	516	0.151	77	0.2	8.210	A
C-A	649			649			
A-B	4			4			
A-C	641			641			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	521	0.264	137	0.4	9.369	A
B-A	3	187	0.018	3	0.0	19.631	C
C-AB	96	482	0.199	96	0.2	9.301	A
C-A	794			794			
A-B	6			6			
A-C	785			785			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	521	0.264	138	0.4	9.390	A
B-A	3	187	0.018	3	0.0	19.649	C
C-AB	96	483	0.199	96	0.2	9.314	A
C-A	794			794			
A-B	6			6			
A-C	785			785			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	563	0.200	113	0.3	8.011	A
B-A	3	250	0.011	3	0.0	14.548	B
C-AB	78	516	0.151	78	0.2	8.227	A
C-A	649			649			
A-B	4			4			
A-C	641			641			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	593	0.159	94	0.2	7.228	A
B-A	2	296	0.008	2	0.0	12.252	B
C-AB	65	542	0.120	65	0.1	7.558	A
C-A	543			543			
A-B	4			4			
A-C	537			537			

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574

Filename: J5-A452_Station Road - OneHourProfile v2.j10
Path: C:\PJA\Phil Jones Associates\SharedData - 05655 Pheasant Oak Farm\9 - Transport\2. Technical\Modelling
Report generation date: 23/01/2023 11:29:20

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 Base											
Arm 1	D1	1.4	6.40	0.57	A	26 % [Arm 3]	D2	1.6	6.97	0.62	A	3 % [Arm 3]
Arm 2		0.7	9.35	0.42	A			1.0	11.07	0.51	B	
Arm 3		2.3	11.54	0.69	B			6.4	27.08	0.87	D	
Arm 4		0.6	7.72	0.38	A			0.7	9.96	0.42	A	
	2023 Base (TEMPro)											
Arm 1	D3	1.4	6.48	0.58	A	25 % [Arm 3]	D4	1.7	7.06	0.62	A	2 % [Arm 3]
Arm 2		0.7	9.50	0.43	A			1.0	11.29	0.51	B	
Arm 3		2.3	11.77	0.69	B			6.8	28.74	0.88	D	
Arm 4		0.6	7.81	0.39	A			0.7	10.11	0.42	B	
	2028 Base (TEMPro)											
Arm 1	D5	1.6	6.97	0.60	A	20 % [Arm 3]	D6	1.9	7.70	0.65	A	-2 % [Arm 3]
Arm 2		0.8	10.31	0.46	B			1.2	12.54	0.55	B	
Arm 3		2.7	13.30	0.73	B			9.7	39.51	0.92	E	
Arm 4		0.7	8.31	0.41	A			0.8	11.08	0.46	B	
	2028 Base + Dev (TEMPro)											
Arm 1	D7	1.7	7.23	0.62	A	14 % [Arm 3]	D8	2.1	8.39	0.68	A	-3 % [Arm 3]
Arm 2		0.9	10.63	0.47	B			1.4	13.96	0.58	B	
Arm 3		3.5	16.18	0.78	C			11.6	46.24	0.94	E	
Arm 4		0.7	8.87	0.43	A			0.9	11.39	0.46	B	

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

File summary

File Description

Title	
Location	
Site number	
Date	18/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Beth Street
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2023 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D4	2023 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D7	2028 Base + Dev (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D8	2028 Base + Dev (TEMPro)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.76	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Arm 3	8.76	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A452 (N)		
2	Station Road (E)		
3	A452 (S)		
4	Station Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.80	5.60	11.7	19.8	25.0	23.1		
2	3.30	4.00	1.5	19.5	25.0	22.5		
3	3.90	3.90	0.0	15.7	25.0	23.3		
4	3.00	4.50	5.8	13.0	25.0	23.9		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.639	1552
2	0.549	1112
3	0.561	1193
4	0.547	1152

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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 (%)
1		✓	715	100.000
2		✓	256	100.000
3		✓	651	100.000
4		✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	52	566	97
	2	52	0	104	100
	3	511	80	0	60
	4	98	102	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	1
	2	0	0	2	1
	3	4	1	0	5
	4	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.57	6.40	1.4	A
2	0.42	9.35	0.7	A
3	0.69	11.54	2.3	B
4	0.38	7.72	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	186	1434	0.375	536	0.6	4.197	A
2	193	546	812	0.237	191	0.3	5.857	A
3	490	186	1089	0.450	487	0.8	6.163	A
4	200	481	889	0.225	199	0.3	5.271	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	643	222	1410	0.456	642	0.9	4.912	A
2	230	654	753	0.306	230	0.4	6.954	A
3	585	223	1068	0.548	584	1.2	7.683	A
4	239	577	836	0.286	239	0.4	6.089	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	272	1379	0.571	785	1.4	6.347	A
2	282	801	673	0.419	281	0.7	9.268	A
3	717	273	1040	0.689	713	2.2	11.271	B
4	293	704	766	0.382	292	0.6	7.662	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	273	1378	0.571	787	1.4	6.397	A
2	282	803	672	0.420	282	0.7	9.346	A
3	717	274	1040	0.689	717	2.3	11.540	B
4	293	708	764	0.383	293	0.6	7.722	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	643	224	1409	0.456	645	0.9	4.957	A
2	230	657	751	0.306	231	0.5	7.020	A
3	585	225	1067	0.548	589	1.3	7.871	A
4	239	582	833	0.287	240	0.4	6.144	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	187	1433	0.376	539	0.6	4.234	A
2	193	550	810	0.238	193	0.3	5.911	A
3	490	188	1088	0.450	492	0.9	6.281	A
4	200	486	886	0.226	201	0.3	5.318	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.58	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	Arm 3	15.58	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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 (%)
1		✓	774	100.000
2		✓	303	100.000
3		✓	816	100.000
4		✓	240	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	72	625	77
	2	89	0	116	98
	3	671	105	0	40
	4	96	97	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	1
	3	5	0	0	3
	4	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	6.97	1.6	A
2	0.51	11.07	1.0	B
3	0.87	27.08	6.4	D
4	0.42	9.96	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	186	1434	0.406	580	0.7	4.276	A
2	228	561	804	0.284	227	0.4	6.238	A
3	614	198	1083	0.567	609	1.3	7.837	A
4	181	646	798	0.226	180	0.3	5.900	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	223	1410	0.494	695	1.0	5.110	A
2	272	672	743	0.367	272	0.6	7.650	A
3	734	237	1061	0.692	730	2.3	11.220	B
4	216	774	728	0.296	215	0.4	7.124	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	852	272	1379	0.618	850	1.6	6.885	A
2	334	822	661	0.505	332	1.0	10.921	B
3	898	289	1031	0.871	884	5.9	23.445	C
4	264	938	638	0.414	263	0.7	9.723	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	852	274	1377	0.619	852	1.6	6.966	A
2	334	825	660	0.506	334	1.0	11.075	B
3	898	291	1030	0.872	896	6.4	27.081	D
4	264	950	631	0.419	264	0.7	9.957	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	227	1408	0.494	698	1.0	5.179	A
2	272	676	741	0.368	274	0.6	7.762	A
3	734	239	1060	0.692	749	2.4	12.662	B
4	216	793	718	0.301	217	0.4	7.320	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	188	1432	0.407	584	0.7	4.322	A
2	228	565	802	0.284	229	0.4	6.310	A
3	614	199	1082	0.568	618	1.4	8.175	A
4	181	655	793	0.228	181	0.3	5.986	A

2023 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Arm 3	8.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Base (TEMPro)	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 (%)
1		✓	721	100.000
2		✓	258	100.000
3		✓	655	100.000
4		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	52	571	98
	2	53	0	104	101
	3	515	80	0	60
	4	99	102	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	1
	2	0	0	2	1
	3	4	1	0	5
	4	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	6.48	1.4	A
2	0.43	9.50	0.7	A
3	0.69	11.77	2.3	B
4	0.39	7.81	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	543	186	1433	0.379	540	0.6	4.220	A
2	194	551	809	0.240	193	0.3	5.898	A
3	493	189	1088	0.453	490	0.8	6.211	A
4	202	485	886	0.228	201	0.3	5.299	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	648	223	1410	0.460	647	0.9	4.951	A
2	232	661	749	0.309	231	0.4	7.024	A
3	589	226	1067	0.552	587	1.3	7.761	A
4	241	581	834	0.289	240	0.4	6.133	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	794	273	1378	0.576	792	1.4	6.424	A
2	284	808	668	0.425	283	0.7	9.420	A
3	721	276	1038	0.695	717	2.3	11.477	B
4	295	710	763	0.387	294	0.6	7.745	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	794	274	1377	0.576	794	1.4	6.477	A
2	284	810	667	0.426	284	0.7	9.502	A
3	721	277	1038	0.695	721	2.3	11.766	B
4	295	713	761	0.388	295	0.6	7.808	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	648	225	1409	0.460	650	0.9	4.995	A
2	232	664	748	0.310	233	0.5	7.095	A
3	589	227	1066	0.552	593	1.3	7.962	A
4	241	586	831	0.290	242	0.4	6.190	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	543	188	1432	0.379	544	0.6	4.260	A
2	194	555	807	0.241	195	0.3	5.954	A
3	493	190	1087	0.454	495	0.9	6.328	A
4	202	490	884	0.228	202	0.3	5.344	A

2023 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.31	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	2	Arm 3	16.31	C

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	2023 Base (TEMPro)	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 (%)
1		✓	780	100.000
2		✓	306	100.000
3		✓	823	100.000
4		✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	73	630	77
	2	90	0	117	99
	3	677	106	0	40
	4	97	97	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	1
	3	5	0	0	3
	4	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	7.06	1.7	A
2	0.51	11.29	1.0	B
3	0.88	28.74	6.8	D
4	0.42	10.11	0.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	587	187	1433	0.410	584	0.7	4.301	A
2	230	565	802	0.287	229	0.4	6.283	A
3	620	199	1082	0.573	614	1.4	7.934	A
4	181	652	795	0.228	180	0.3	5.939	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	701	224	1409	0.498	700	1.0	5.153	A
2	275	677	741	0.371	274	0.6	7.732	A
3	740	239	1060	0.698	736	2.3	11.460	B
4	217	781	724	0.299	216	0.4	7.191	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	273	1378	0.623	856	1.6	6.978	A
2	337	828	658	0.512	335	1.0	11.129	B
3	906	292	1030	0.880	890	6.2	24.524	C
4	265	946	634	0.419	264	0.7	9.859	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	275	1377	0.624	859	1.7	7.064	A
2	337	830	656	0.513	337	1.0	11.294	B
3	906	293	1029	0.880	904	6.8	28.742	D
4	265	959	627	0.423	265	0.7	10.113	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	701	228	1407	0.498	704	1.0	5.225	A
2	275	680	739	0.372	277	0.6	7.852	A
3	740	240	1059	0.699	757	2.5	13.094	B
4	217	802	713	0.304	218	0.4	7.407	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	587	189	1432	0.410	588	0.7	4.348	A
2	230	569	800	0.288	231	0.4	6.359	A
3	620	201	1081	0.573	624	1.4	8.291	A
4	181	662	790	0.230	182	0.3	6.025	A

2028 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Arm 3	9.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base (TEMPro)	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 (%)
1		✓	752	100.000
2		✓	269	100.000
3		✓	683	100.000
4		✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	595	102
	2	55	0	109	105
	3	537	83	0	63
	4	103	107	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	1
	2	0	0	2	1
	3	4	1	0	5
	4	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	6.97	1.6	A
2	0.46	10.31	0.8	B
3	0.73	13.30	2.7	B
4	0.41	8.31	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	194	1429	0.396	563	0.7	4.341	A
2	203	574	797	0.254	201	0.3	6.100	A
3	514	196	1083	0.475	511	0.9	6.476	A
4	210	505	876	0.240	209	0.3	5.450	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	232	1404	0.481	675	1.0	5.184	A
2	242	687	735	0.329	241	0.5	7.372	A
3	614	235	1062	0.578	612	1.4	8.272	A
4	251	605	821	0.306	250	0.4	6.378	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	284	1371	0.604	826	1.6	6.899	A
2	296	841	651	0.455	295	0.8	10.201	B
3	752	287	1032	0.729	747	2.6	12.861	B
4	307	738	748	0.411	306	0.7	8.229	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	285	1370	0.604	828	1.6	6.965	A
2	296	843	649	0.456	296	0.8	10.314	B
3	752	288	1032	0.729	752	2.7	13.305	B
4	307	743	745	0.412	307	0.7	8.312	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	234	1403	0.482	678	1.0	5.234	A
2	242	691	733	0.330	243	0.5	7.463	A
3	614	237	1061	0.579	619	1.5	8.549	A
4	251	612	817	0.307	252	0.5	6.452	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	196	1428	0.397	567	0.7	4.399	A
2	203	578	795	0.255	203	0.3	6.165	A
3	514	198	1082	0.475	516	1.0	6.616	A
4	210	510	872	0.241	211	0.3	5.503	A

2028 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.94	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	Arm 3	20.94	C

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	2028 Base (TEMPro)	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 (%)
1		✓	812	100.000
2		✓	318	100.000
3		✓	856	100.000
4		✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	76	656	80
	2	93	0	122	103
	3	705	110	0	41
	4	101	102	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	1
	3	5	0	0	3
	4	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	7.70	1.9	A
2	0.55	12.54	1.2	B
3	0.92	39.51	9.7	E
4	0.46	11.08	0.8	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	195	1428	0.428	608	0.8	4.452	A
2	239	588	789	0.303	238	0.4	6.528	A
3	644	206	1078	0.598	638	1.5	8.432	A
4	190	677	781	0.243	188	0.3	6.158	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	234	1403	0.520	729	1.1	5.417	A
2	286	704	725	0.394	285	0.6	8.185	A
3	770	247	1055	0.730	765	2.7	12.743	B
4	227	812	707	0.320	226	0.5	7.586	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	894	284	1371	0.652	891	1.9	7.575	A
2	350	861	639	0.548	348	1.2	12.301	B
3	942	302	1024	0.921	920	8.4	30.820	D
4	277	977	617	0.450	276	0.8	10.695	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	894	287	1369	0.653	894	1.9	7.697	A
2	350	864	638	0.549	350	1.2	12.542	B
3	942	304	1023	0.921	937	9.7	39.512	E
4	277	995	607	0.457	277	0.8	11.085	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	239	1400	0.521	733	1.1	5.517	A
2	286	709	723	0.395	288	0.7	8.343	A
3	770	250	1053	0.731	796	3.0	15.937	C
4	227	842	691	0.328	228	0.5	7.927	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	198	1426	0.429	613	0.8	4.510	A
2	239	592	787	0.304	240	0.4	6.620	A
3	644	208	1076	0.599	650	1.6	8.909	A
4	190	689	774	0.245	190	0.3	6.271	A

2028 Base + Dev (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.10	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Arm 3	11.10	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 Base + Dev (TEMPro)	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 (%)
1		✓	764	100.000
2		✓	272	100.000
3		✓	729	100.000
4		✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	607	102
	2	55	0	112	105
	3	574	92	0	63
	4	103	107	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	1
	2	0	0	2	1
	3	4	1	0	5
	4	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	7.23	1.7	A
2	0.47	10.63	0.9	B
3	0.78	16.18	3.5	C
4	0.43	8.87	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	575	200	1424	0.404	572	0.7	4.423	A
2	205	583	792	0.259	203	0.3	6.169	A
3	549	196	1083	0.507	545	1.0	6.878	A
4	210	539	857	0.245	209	0.3	5.605	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	240	1399	0.491	686	1.0	5.291	A
2	245	698	729	0.335	244	0.5	7.503	A
3	655	235	1062	0.617	653	1.6	9.083	A
4	251	646	798	0.314	250	0.5	6.637	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	841	293	1365	0.616	839	1.7	7.146	A
2	299	854	643	0.465	298	0.9	10.505	B
3	803	287	1032	0.778	796	3.4	15.334	C
4	307	787	721	0.426	306	0.7	8.754	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	841	295	1364	0.617	841	1.7	7.227	A
2	299	857	642	0.466	299	0.9	10.632	B
3	803	288	1032	0.778	802	3.5	16.176	C
4	307	793	717	0.428	307	0.7	8.871	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	243	1398	0.491	689	1.0	5.359	A
2	245	702	727	0.336	246	0.5	7.599	A
3	655	237	1061	0.618	662	1.7	9.537	A
4	251	655	793	0.316	252	0.5	6.738	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	575	202	1423	0.404	576	0.7	4.472	A
2	205	587	790	0.259	205	0.4	6.242	A
3	549	198	1082	0.507	551	1.1	7.061	A
4	210	545	853	0.246	211	0.3	5.671	A

2028 Base + Dev (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	23.89	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Arm 3	23.89	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 Base + Dev (TEMPro)	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 (%)
1		✓	846	100.000
2		✓	326	100.000
3		✓	873	100.000
4		✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	76	690	80
	2	93	0	130	103
	3	719	113	0	41
	4	101	102	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	1
	3	5	0	0	3
	4	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	8.39	2.1	A
2	0.58	13.96	1.4	B
3	0.94	46.24	11.6	E
4	0.46	11.39	0.9	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	637	197	1426	0.446	634	0.8	4.601	A
2	245	613	775	0.317	244	0.5	6.768	A
3	657	206	1078	0.610	651	1.6	8.670	A
4	190	690	774	0.245	188	0.3	6.231	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	236	1401	0.543	759	1.2	5.686	A
2	293	735	709	0.413	292	0.7	8.647	A
3	785	247	1055	0.744	780	2.9	13.395	B
4	227	826	699	0.324	226	0.5	7.716	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	931	286	1370	0.680	928	2.1	8.221	A
2	359	898	619	0.580	356	1.3	13.608	B
3	961	302	1024	0.939	934	9.7	34.268	D
4	277	992	609	0.456	276	0.8	10.945	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	931	290	1367	0.681	931	2.1	8.389	A
2	359	902	617	0.581	359	1.4	13.956	B
3	961	304	1023	0.940	954	11.6	46.238	E
4	277	1011	598	0.464	277	0.9	11.393	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	242	1398	0.544	764	1.2	5.813	A
2	293	740	706	0.415	296	0.7	8.855	A
3	785	250	1053	0.745	818	3.2	17.915	C
4	227	864	679	0.334	228	0.5	8.138	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	637	200	1425	0.447	639	0.8	4.667	A
2	245	618	773	0.318	246	0.5	6.876	A
3	657	209	1076	0.611	663	1.7	9.220	A
4	190	703	767	0.247	190	0.3	6.349	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574

Filename: J6-A452_HallmeadowRd - OneHourProfile v2.j10
Path: C:\PJA\Phil Jones Associates\SharedData - 05655 Pheasant Oak Farm\9 - Transport\2. Technical\Modelling
Report generation date: 23/01/2023 11:38:51

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 Base											
1 - Kenilworth Road (N)	D1	0.3	1.82	0.24	A	123 % [3 - Kenilworth Road (S)]	D2	0.5	1.93	0.32	A	80 % [3 - Kenilworth Road (S)]
2 - Hallmeadow Road		0.1	2.57	0.07	A			0.1	2.71	0.09	A	
3 - Kenilworth Road (S)		0.7	3.74	0.41	A			1.1	4.59	0.51	A	
4 - Premier Inn/Beefeater		0.0	3.90	0.02	A			0.0	4.29	0.01	A	
	2023 Base (TEMPro)											
1 - Kenilworth Road (N)	D3	0.3	1.82	0.25	A	121 % [3 - Kenilworth Road (S)]	D4	0.5	1.94	0.32	A	78 % [3 - Kenilworth Road (S)]
2 - Hallmeadow Road		0.1	2.57	0.07	A			0.1	2.72	0.09	A	
3 - Kenilworth Road (S)		0.7	3.76	0.41	A			1.1	4.63	0.52	A	
4 - Premier Inn/Beefeater		0.0	3.92	0.02	A			0.0	4.31	0.01	A	
	2028 Base (TEMPro)											
1 - Kenilworth Road (N)	D5	0.4	1.85	0.26	A	112 % [3 - Kenilworth Road (S)]	D6	0.5	1.98	0.34	A	71 % [3 - Kenilworth Road (S)]
2 - Hallmeadow Road		0.1	2.61	0.08	A			0.1	2.78	0.09	A	
3 - Kenilworth Road (S)		0.8	3.88	0.43	A			1.2	4.86	0.54	A	
4 - Premier Inn/Beefeater		0.0	4.00	0.02	A			0.0	4.43	0.01	A	
	2028 Base + Dev (TEMPro)											
1 - Kenilworth Road (N)	D7	0.4	1.86	0.26	A	101 % [3 - Kenilworth Road (S)]	D8	0.5	2.02	0.35	A	68 % [3 - Kenilworth Road (S)]
2 - Hallmeadow Road		0.1	2.63	0.08	A			0.1	2.84	0.10	A	
3 - Kenilworth Road (S)		0.9	4.05	0.46	A			1.3	4.96	0.55	A	
4 - Premier Inn/Beefeater		0.0	4.10	0.02	A			0.0	4.47	0.01	A	

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

File summary

File Description

Title	
Location	
Site number	
Date	28/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Beth Street
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2023 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D4	2023 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base (TEMPro)	PM	ONE HOUR	16:45	18:15	15
D7	2028 Base + Dev (TEMPro)	AM	ONE HOUR	07:45	09:15	15
D8	2028 Base + Dev (TEMPro)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	2.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	123	3 - Kenilworth Road (S)	2.79	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Kenilworth Road (N)		
2	Hallmeadow Road		
3	Kenilworth Road (S)		
4	Premier Inn/Beefeater		

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)	Entry only	Exit only
1 - Kenilworth Road (N)	7.50	9.60	14.0	60.0	45.0	30.0		
2 - Hallmeadow Road	3.65	8.00	25.0	50.0	45.0	30.0		
3 - Kenilworth Road (S)	3.00	7.20	25.0	135.0	45.0	40.0		
4 - Premier Inn/Beefeater	4.00	5.80	5.5	10.0	45.0	40.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kenilworth Road (N)	0.850	2791
2 - Hallmeadow Road	0.697	2010
3 - Kenilworth Road (S)	0.639	1749
4 - Premier Inn/Beefeater	0.536	1355

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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 (%)
1 - Kenilworth Road (N)		✓	616	100.000
2 - Hallmeadow Road		✓	103	100.000
3 - Kenilworth Road (S)		✓	633	100.000
4 - Premier Inn/Beefeater		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	65	550	1
	2 - Hallmeadow Road	72	0	31	0
	3 - Kenilworth Road (S)	617	13	0	3
	4 - Premier Inn/Beefeater	13	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	5	6	0
	2 - Hallmeadow Road	6	0	3	0
	3 - Kenilworth Road (S)	4	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.24	1.82	0.3	A
2 - Hallmeadow Road	0.07	2.57	0.1	A
3 - Kenilworth Road (S)	0.41	3.74	0.7	A
4 - Premier Inn/Beefeater	0.02	3.90	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	464	13	2780	0.167	463	0.2	1.645	A
2 - Hallmeadow Road	78	416	1720	0.045	77	0.0	2.302	A
3 - Kenilworth Road (S)	477	55	1714	0.278	475	0.4	3.015	A
4 - Premier Inn/Beefeater	13	527	1073	0.012	13	0.0	3.395	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	554	15	2778	0.199	554	0.3	1.713	A
2 - Hallmeadow Road	93	497	1664	0.056	93	0.1	2.407	A
3 - Kenilworth Road (S)	569	66	1707	0.333	569	0.5	3.284	A
4 - Premier Inn/Beefeater	15	631	1017	0.015	15	0.0	3.592	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	678	19	2775	0.244	678	0.3	1.817	A
2 - Hallmeadow Road	113	609	1586	0.072	113	0.1	2.568	A
3 - Kenilworth Road (S)	697	80	1697	0.411	696	0.7	3.731	A
4 - Premier Inn/Beefeater	19	772	941	0.020	19	0.0	3.902	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	678	19	2775	0.244	678	0.3	1.817	A
2 - Hallmeadow Road	113	609	1585	0.072	113	0.1	2.569	A
3 - Kenilworth Road (S)	697	80	1697	0.411	697	0.7	3.737	A
4 - Premier Inn/Beefeater	19	773	941	0.020	19	0.0	3.904	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	554	15	2778	0.199	554	0.3	1.713	A
2 - Hallmeadow Road	93	497	1663	0.056	93	0.1	2.410	A
3 - Kenilworth Road (S)	569	66	1707	0.333	570	0.5	3.293	A
4 - Premier Inn/Beefeater	15	632	1016	0.015	15	0.0	3.598	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	464	13	2780	0.167	464	0.2	1.645	A
2 - Hallmeadow Road	78	417	1720	0.045	78	0.0	2.305	A
3 - Kenilworth Road (S)	477	55	1714	0.278	477	0.4	3.025	A
4 - Premier Inn/Beefeater	13	529	1071	0.012	13	0.0	3.399	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	3.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	80	3 - Kenilworth Road (S)	3.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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 (%)
1 - Kenilworth Road (N)		✓	805	100.000
2 - Hallmeadow Road		✓	118	100.000
3 - Kenilworth Road (S)		✓	783	100.000
4 - Premier Inn/Beefeater		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	97	702	6
	2 - Hallmeadow Road	80	0	33	5
	3 - Kenilworth Road (S)	760	19	0	4
	4 - Premier Inn/Beefeater	8	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	2	1	0
	2 - Hallmeadow Road	1	0	0	0
	3 - Kenilworth Road (S)	5	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.32	1.93	0.5	A
2 - Hallmeadow Road	0.09	2.71	0.1	A
3 - Kenilworth Road (S)	0.51	4.59	1.1	A
4 - Premier Inn/Beefeater	0.01	4.29	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	606	15	2778	0.218	605	0.3	1.675	A
2 - Hallmeadow Road	89	532	1639	0.054	89	0.1	2.337	A
3 - Kenilworth Road (S)	589	68	1705	0.346	587	0.6	3.369	A
4 - Premier Inn/Beefeater	7	644	1010	0.007	7	0.0	3.588	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	724	18	2775	0.261	723	0.4	1.773	A
2 - Hallmeadow Road	106	636	1566	0.068	106	0.1	2.481	A
3 - Kenilworth Road (S)	704	82	1696	0.415	703	0.7	3.798	A
4 - Premier Inn/Beefeater	8	771	942	0.009	8	0.0	3.856	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	886	22	2772	0.320	886	0.5	1.930	A
2 - Hallmeadow Road	130	779	1467	0.089	130	0.1	2.710	A
3 - Kenilworth Road (S)	862	100	1685	0.512	861	1.1	4.573	A
4 - Premier Inn/Beefeater	10	944	849	0.012	10	0.0	4.290	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	886	22	2772	0.320	886	0.5	1.930	A
2 - Hallmeadow Road	130	780	1467	0.089	130	0.1	2.710	A
3 - Kenilworth Road (S)	862	100	1685	0.512	862	1.1	4.588	A
4 - Premier Inn/Beefeater	10	946	848	0.012	10	0.0	4.294	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	724	18	2775	0.261	724	0.4	1.777	A
2 - Hallmeadow Road	106	637	1566	0.068	106	0.1	2.482	A
3 - Kenilworth Road (S)	704	82	1696	0.415	705	0.7	3.812	A
4 - Premier Inn/Beefeater	8	774	940	0.009	8	0.0	3.862	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	606	15	2778	0.218	606	0.3	1.675	A
2 - Hallmeadow Road	89	533	1638	0.054	89	0.1	2.340	A
3 - Kenilworth Road (S)	589	69	1705	0.346	590	0.6	3.387	A
4 - Premier Inn/Beefeater	7	648	1008	0.007	7	0.0	3.597	A

2023 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	2.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	121	3 - Kenilworth Road (S)	2.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Base (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	620	100.000
2 - Hallmeadow Road		✓	103	100.000
3 - Kenilworth Road (S)		✓	638	100.000
4 - Premier Inn/Beefeater		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	65	554	1
	2 - Hallmeadow Road	72	0	31	0
	3 - Kenilworth Road (S)	622	13	0	3
	4 - Premier Inn/Beefeater	13	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	5	6	0
	2 - Hallmeadow Road	6	0	3	0
	3 - Kenilworth Road (S)	4	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.25	1.82	0.3	A
2 - Hallmeadow Road	0.07	2.57	0.1	A
3 - Kenilworth Road (S)	0.41	3.76	0.7	A
4 - Premier Inn/Beefeater	0.02	3.92	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	467	13	2780	0.168	466	0.2	1.647	A
2 - Hallmeadow Road	78	419	1718	0.045	77	0.0	2.305	A
3 - Kenilworth Road (S)	480	55	1714	0.280	479	0.4	3.024	A
4 - Premier Inn/Beefeater	13	531	1071	0.012	13	0.0	3.402	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	557	15	2778	0.201	557	0.3	1.716	A
2 - Hallmeadow Road	93	501	1661	0.056	93	0.1	2.411	A
3 - Kenilworth Road (S)	574	66	1707	0.336	573	0.5	3.297	A
4 - Premier Inn/Beefeater	15	635	1015	0.015	15	0.0	3.601	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	683	19	2775	0.246	682	0.3	1.821	A
2 - Hallmeadow Road	113	613	1583	0.072	113	0.1	2.574	A
3 - Kenilworth Road (S)	702	80	1697	0.414	702	0.7	3.752	A
4 - Premier Inn/Beefeater	19	778	938	0.020	19	0.0	3.914	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	683	19	2775	0.246	683	0.3	1.821	A
2 - Hallmeadow Road	113	613	1582	0.072	113	0.1	2.574	A
3 - Kenilworth Road (S)	702	80	1697	0.414	702	0.7	3.758	A
4 - Premier Inn/Beefeater	19	778	938	0.020	19	0.0	3.916	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	557	15	2778	0.201	558	0.3	1.719	A
2 - Hallmeadow Road	93	501	1661	0.056	93	0.1	2.414	A
3 - Kenilworth Road (S)	574	66	1707	0.336	574	0.5	3.307	A
4 - Premier Inn/Beefeater	15	636	1014	0.015	15	0.0	3.607	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	467	13	2780	0.168	467	0.2	1.650	A
2 - Hallmeadow Road	78	420	1717	0.045	78	0.0	2.306	A
3 - Kenilworth Road (S)	480	55	1714	0.280	481	0.4	3.034	A
4 - Premier Inn/Beefeater	13	533	1069	0.012	13	0.0	3.406	A

2023 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	3.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	78	3 - Kenilworth Road (S)	3.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Base (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	811	100.000
2 - Hallmeadow Road		✓	119	100.000
3 - Kenilworth Road (S)		✓	789	100.000
4 - Premier Inn/Beefeater		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	98	707	6
	2 - Hallmeadow Road	81	0	33	5
	3 - Kenilworth Road (S)	766	19	0	4
	4 - Premier Inn/Beefeater	8	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	2	1	0
	2 - Hallmeadow Road	1	0	0	0
	3 - Kenilworth Road (S)	5	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.32	1.94	0.5	A
2 - Hallmeadow Road	0.09	2.72	0.1	A
3 - Kenilworth Road (S)	0.52	4.63	1.1	A
4 - Premier Inn/Beefeater	0.01	4.31	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	611	15	2778	0.220	609	0.3	1.678	A
2 - Hallmeadow Road	90	536	1636	0.055	89	0.1	2.342	A
3 - Kenilworth Road (S)	594	69	1705	0.348	592	0.6	3.384	A
4 - Premier Inn/Beefeater	7	650	1007	0.007	7	0.0	3.598	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	729	18	2775	0.263	729	0.4	1.778	A
2 - Hallmeadow Road	107	641	1563	0.068	107	0.1	2.488	A
3 - Kenilworth Road (S)	709	83	1696	0.418	709	0.7	3.817	A
4 - Premier Inn/Beefeater	8	778	938	0.009	8	0.0	3.870	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	893	22	2772	0.322	892	0.5	1.937	A
2 - Hallmeadow Road	131	785	1463	0.090	131	0.1	2.720	A
3 - Kenilworth Road (S)	869	101	1684	0.516	867	1.1	4.612	A
4 - Premier Inn/Beefeater	10	952	845	0.012	10	0.0	4.311	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	893	22	2772	0.322	893	0.5	1.937	A
2 - Hallmeadow Road	131	785	1463	0.090	131	0.1	2.721	A
3 - Kenilworth Road (S)	869	101	1684	0.516	869	1.1	4.629	A
4 - Premier Inn/Beefeater	10	953	844	0.012	10	0.0	4.315	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	729	18	2775	0.263	730	0.4	1.781	A
2 - Hallmeadow Road	107	641	1563	0.068	107	0.1	2.489	A
3 - Kenilworth Road (S)	709	83	1696	0.418	711	0.8	3.836	A
4 - Premier Inn/Beefeater	8	780	937	0.009	8	0.0	3.875	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	611	15	2778	0.220	611	0.3	1.679	A
2 - Hallmeadow Road	90	537	1636	0.055	90	0.1	2.344	A
3 - Kenilworth Road (S)	594	69	1704	0.349	595	0.6	3.405	A
4 - Premier Inn/Beefeater	7	653	1005	0.007	7	0.0	3.607	A

2028 Base (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	2.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	112	3 - Kenilworth Road (S)	2.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	646	100.000
2 - Hallmeadow Road		✓	107	100.000
3 - Kenilworth Road (S)		✓	665	100.000
4 - Premier Inn/Beefeater		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	68	577	1
	2 - Hallmeadow Road	75	0	32	0
	3 - Kenilworth Road (S)	648	14	0	3
	4 - Premier Inn/Beefeater	14	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	5	6	0
	2 - Hallmeadow Road	6	0	3	0
	3 - Kenilworth Road (S)	4	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.26	1.85	0.4	A
2 - Hallmeadow Road	0.08	2.61	0.1	A
3 - Kenilworth Road (S)	0.43	3.88	0.8	A
4 - Premier Inn/Beefeater	0.02	4.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	486	14	2779	0.175	485	0.2	1.661	A
2 - Hallmeadow Road	81	436	1706	0.047	80	0.1	2.326	A
3 - Kenilworth Road (S)	501	57	1712	0.292	499	0.4	3.079	A
4 - Premier Inn/Beefeater	14	553	1059	0.013	13	0.0	3.444	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	581	16	2777	0.209	581	0.3	1.734	A
2 - Hallmeadow Road	96	521	1647	0.058	96	0.1	2.439	A
3 - Kenilworth Road (S)	598	68	1705	0.351	597	0.6	3.374	A
4 - Premier Inn/Beefeater	16	662	1000	0.016	16	0.0	3.657	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	711	20	2774	0.256	711	0.4	1.847	A
2 - Hallmeadow Road	118	638	1565	0.075	118	0.1	2.613	A
3 - Kenilworth Road (S)	732	84	1695	0.432	731	0.8	3.877	A
4 - Premier Inn/Beefeater	20	810	921	0.022	20	0.0	3.996	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	711	20	2774	0.256	711	0.4	1.847	A
2 - Hallmeadow Road	118	639	1565	0.075	118	0.1	2.613	A
3 - Kenilworth Road (S)	732	84	1695	0.432	732	0.8	3.883	A
4 - Premier Inn/Beefeater	20	811	920	0.022	20	0.0	3.998	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	581	16	2777	0.209	581	0.3	1.738	A
2 - Hallmeadow Road	96	522	1646	0.058	96	0.1	2.442	A
3 - Kenilworth Road (S)	598	68	1705	0.351	599	0.6	3.382	A
4 - Premier Inn/Beefeater	16	663	999	0.016	16	0.0	3.663	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	486	14	2779	0.175	487	0.2	1.662	A
2 - Hallmeadow Road	81	437	1705	0.047	81	0.1	2.329	A
3 - Kenilworth Road (S)	501	57	1712	0.292	501	0.4	3.091	A
4 - Premier Inn/Beefeater	14	555	1057	0.013	14	0.0	3.451	A

2028 Base (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	3.36	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	71	3 - Kenilworth Road (S)	3.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	845	100.000
2 - Hallmeadow Road		✓	124	100.000
3 - Kenilworth Road (S)		✓	822	100.000
4 - Premier Inn/Beefeater		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	102	737	6
	2 - Hallmeadow Road	84	0	35	5
	3 - Kenilworth Road (S)	798	20	0	4
	4 - Premier Inn/Beefeater	8	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	2	1	0
	2 - Hallmeadow Road	1	0	0	0
	3 - Kenilworth Road (S)	5	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.34	1.98	0.5	A
2 - Hallmeadow Road	0.09	2.78	0.1	A
3 - Kenilworth Road (S)	0.54	4.86	1.2	A
4 - Premier Inn/Beefeater	0.01	4.43	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	636	16	2777	0.229	635	0.3	1.699	A
2 - Hallmeadow Road	93	558	1621	0.058	93	0.1	2.372	A
3 - Kenilworth Road (S)	619	71	1703	0.363	616	0.6	3.466	A
4 - Premier Inn/Beefeater	7	677	992	0.007	7	0.0	3.651	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	760	19	2774	0.274	759	0.4	1.805	A
2 - Hallmeadow Road	111	668	1545	0.072	111	0.1	2.528	A
3 - Kenilworth Road (S)	739	85	1694	0.436	738	0.8	3.945	A
4 - Premier Inn/Beefeater	8	810	921	0.009	8	0.0	3.943	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	930	23	2771	0.336	930	0.5	1.977	A
2 - Hallmeadow Road	137	818	1440	0.095	136	0.1	2.779	A
3 - Kenilworth Road (S)	905	105	1682	0.538	903	1.2	4.839	A
4 - Premier Inn/Beefeater	10	991	824	0.012	10	0.0	4.423	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	930	23	2771	0.336	930	0.5	1.977	A
2 - Hallmeadow Road	137	818	1440	0.095	137	0.1	2.780	A
3 - Kenilworth Road (S)	905	105	1682	0.538	905	1.2	4.858	A
4 - Premier Inn/Beefeater	10	993	823	0.012	10	0.0	4.428	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	760	19	2774	0.274	760	0.4	1.809	A
2 - Hallmeadow Road	111	668	1544	0.072	112	0.1	2.531	A
3 - Kenilworth Road (S)	739	85	1694	0.436	741	0.8	3.964	A
4 - Premier Inn/Beefeater	8	813	920	0.009	8	0.0	3.951	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	636	16	2777	0.229	636	0.3	1.699	A
2 - Hallmeadow Road	93	560	1620	0.058	93	0.1	2.375	A
3 - Kenilworth Road (S)	619	72	1703	0.363	620	0.6	3.486	A
4 - Premier Inn/Beefeater	7	680	991	0.007	7	0.0	3.661	A

2028 Base + Dev (TEMPro), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	2.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	101	3 - Kenilworth Road (S)	2.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 Base + Dev (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	658	100.000
2 - Hallmeadow Road		✓	107	100.000
3 - Kenilworth Road (S)		✓	702	100.000
4 - Premier Inn/Beefeater		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	68	589	1
	2 - Hallmeadow Road	75	0	32	0
	3 - Kenilworth Road (S)	685	14	0	3
	4 - Premier Inn/Beefeater	14	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	5	6	0
	2 - Hallmeadow Road	6	0	3	0
	3 - Kenilworth Road (S)	4	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.26	1.86	0.4	A
2 - Hallmeadow Road	0.08	2.63	0.1	A
3 - Kenilworth Road (S)	0.46	4.05	0.9	A
4 - Premier Inn/Beefeater	0.02	4.10	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	495	14	2779	0.178	494	0.2	1.668	A
2 - Hallmeadow Road	81	445	1700	0.047	80	0.1	2.335	A
3 - Kenilworth Road (S)	529	57	1712	0.309	527	0.5	3.151	A
4 - Premier Inn/Beefeater	14	581	1044	0.013	13	0.0	3.493	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	592	16	2777	0.213	591	0.3	1.743	A
2 - Hallmeadow Road	96	532	1639	0.059	96	0.1	2.451	A
3 - Kenilworth Road (S)	631	68	1705	0.370	631	0.6	3.479	A
4 - Premier Inn/Beefeater	16	695	982	0.016	16	0.0	3.724	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	724	20	2774	0.261	724	0.4	1.859	A
2 - Hallmeadow Road	118	651	1556	0.076	118	0.1	2.630	A
3 - Kenilworth Road (S)	773	84	1695	0.456	772	0.9	4.047	A
4 - Premier Inn/Beefeater	20	851	899	0.022	20	0.0	4.094	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	724	20	2774	0.261	724	0.4	1.859	A
2 - Hallmeadow Road	118	652	1556	0.076	118	0.1	2.630	A
3 - Kenilworth Road (S)	773	84	1695	0.456	773	0.9	4.055	A
4 - Premier Inn/Beefeater	20	852	898	0.022	20	0.0	4.097	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	592	16	2777	0.213	592	0.3	1.744	A
2 - Hallmeadow Road	96	533	1639	0.059	96	0.1	2.452	A
3 - Kenilworth Road (S)	631	68	1705	0.370	632	0.6	3.491	A
4 - Premier Inn/Beefeater	16	697	982	0.016	16	0.0	3.731	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	495	14	2779	0.178	496	0.2	1.671	A
2 - Hallmeadow Road	81	446	1699	0.047	81	0.1	2.338	A
3 - Kenilworth Road (S)	529	57	1712	0.309	529	0.5	3.162	A
4 - Premier Inn/Beefeater	14	583	1042	0.013	14	0.0	3.501	A

2028 Base + Dev (TEMPro), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A452 Kenilworth Road/Hallmeadow Road	Standard Roundabout		1, 2, 3, 4	3.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	3 - Kenilworth Road (S)	3.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 Base + Dev (TEMPro)	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 (%)
1 - Kenilworth Road (N)		✓	879	100.000
2 - Hallmeadow Road		✓	124	100.000
3 - Kenilworth Road (S)		✓	836	100.000
4 - Premier Inn/Beefeater		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	102	771	6
	2 - Hallmeadow Road	84	0	35	5
	3 - Kenilworth Road (S)	812	20	0	4
	4 - Premier Inn/Beefeater	8	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Kenilworth Road (N)	2 - Hallmeadow Road	3 - Kenilworth Road (S)	4 - Premier Inn/Beefeater
From	1 - Kenilworth Road (N)	0	2	1	0
	2 - Hallmeadow Road	1	0	0	0
	3 - Kenilworth Road (S)	5	0	0	0
	4 - Premier Inn/Beefeater	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kenilworth Road (N)	0.35	2.02	0.5	A
2 - Hallmeadow Road	0.10	2.84	0.1	A
3 - Kenilworth Road (S)	0.55	4.96	1.3	A
4 - Premier Inn/Beefeater	0.01	4.47	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	662	16	2777	0.238	660	0.3	1.719	A
2 - Hallmeadow Road	93	584	1603	0.058	93	0.1	2.400	A
3 - Kenilworth Road (S)	629	71	1703	0.370	627	0.6	3.500	A
4 - Premier Inn/Beefeater	7	687	987	0.007	7	0.0	3.672	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	790	19	2774	0.285	790	0.4	1.833	A
2 - Hallmeadow Road	111	698	1523	0.073	111	0.1	2.566	A
3 - Kenilworth Road (S)	752	85	1694	0.444	751	0.8	3.997	A
4 - Premier Inn/Beefeater	8	823	914	0.009	8	0.0	3.972	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	968	23	2771	0.349	967	0.5	2.018	A
2 - Hallmeadow Road	137	855	1414	0.097	136	0.1	2.836	A
3 - Kenilworth Road (S)	920	105	1682	0.547	919	1.3	4.935	A
4 - Premier Inn/Beefeater	10	1007	815	0.012	10	0.0	4.468	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	968	23	2771	0.349	968	0.5	2.018	A
2 - Hallmeadow Road	137	855	1414	0.097	137	0.1	2.837	A
3 - Kenilworth Road (S)	920	105	1682	0.547	920	1.3	4.956	A
4 - Premier Inn/Beefeater	10	1009	815	0.012	10	0.0	4.473	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	790	19	2774	0.285	791	0.4	1.834	A
2 - Hallmeadow Road	111	699	1523	0.073	112	0.1	2.570	A
3 - Kenilworth Road (S)	752	85	1694	0.444	753	0.8	4.020	A
4 - Premier Inn/Beefeater	8	825	913	0.009	8	0.0	3.979	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kenilworth Road (N)	662	16	2777	0.238	662	0.3	1.720	A
2 - Hallmeadow Road	93	585	1602	0.058	93	0.1	2.402	A
3 - Kenilworth Road (S)	629	72	1703	0.370	630	0.6	3.520	A
4 - Premier Inn/Beefeater	7	691	985	0.007	7	0.0	3.679	A