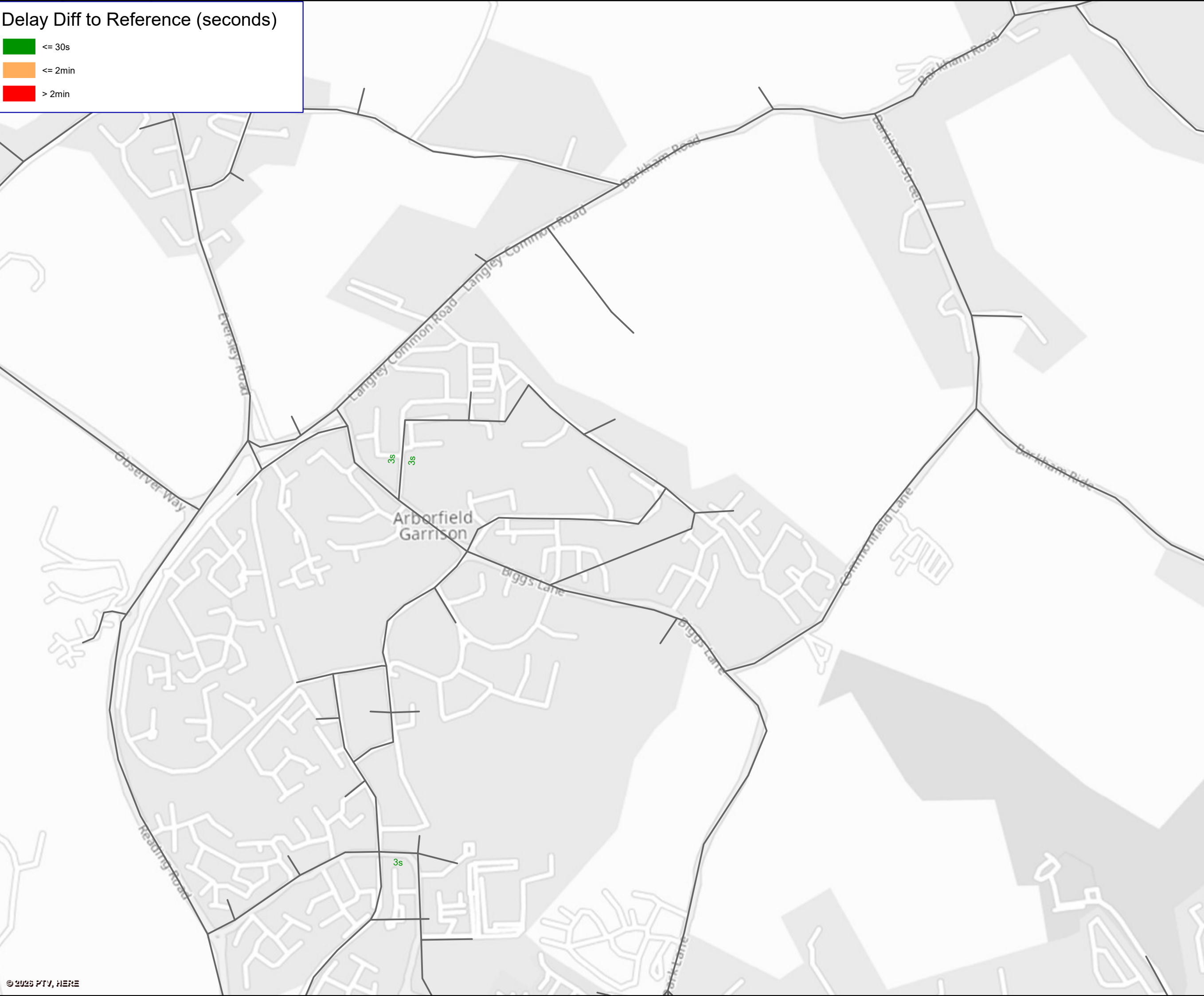
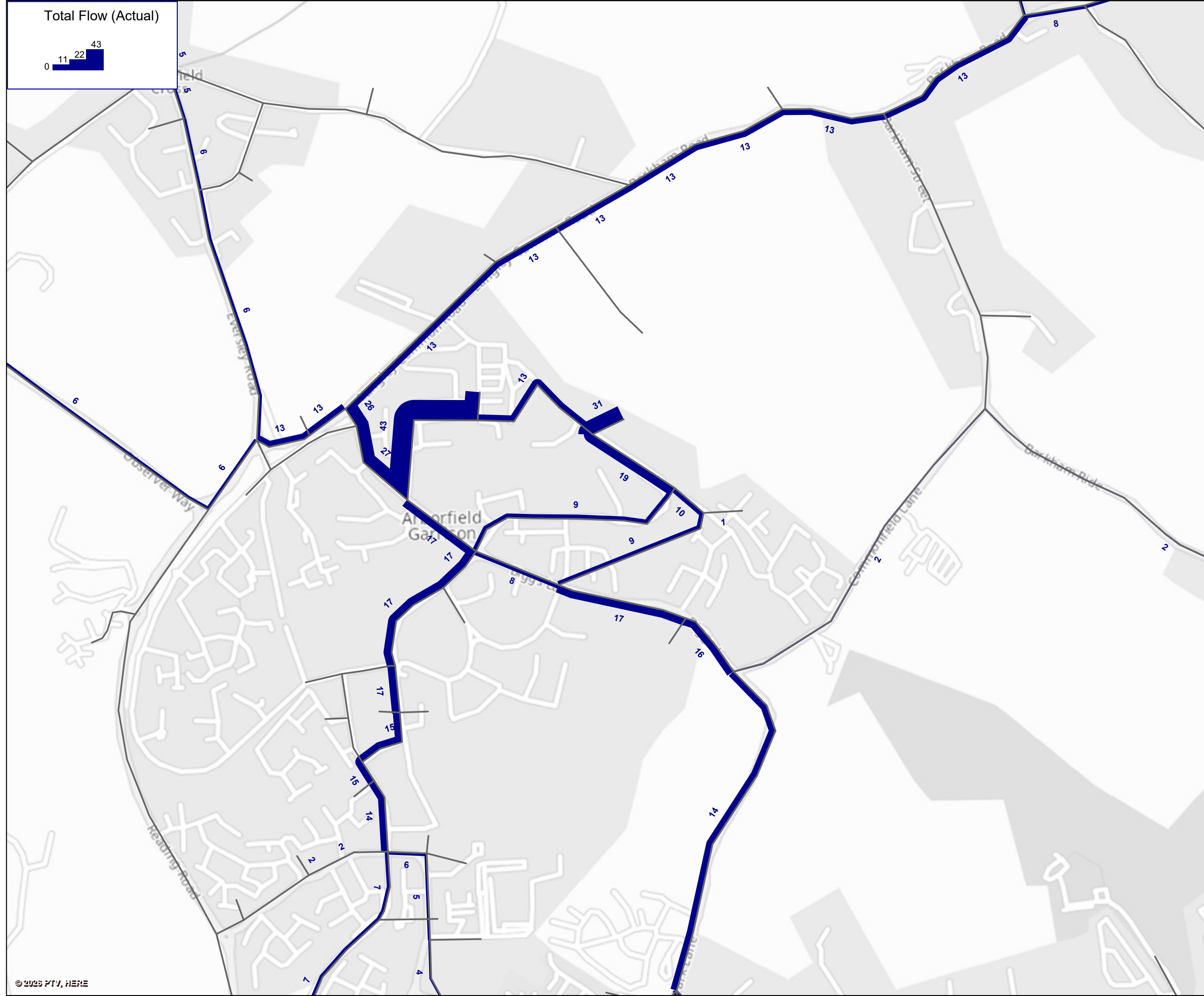
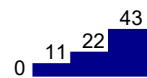


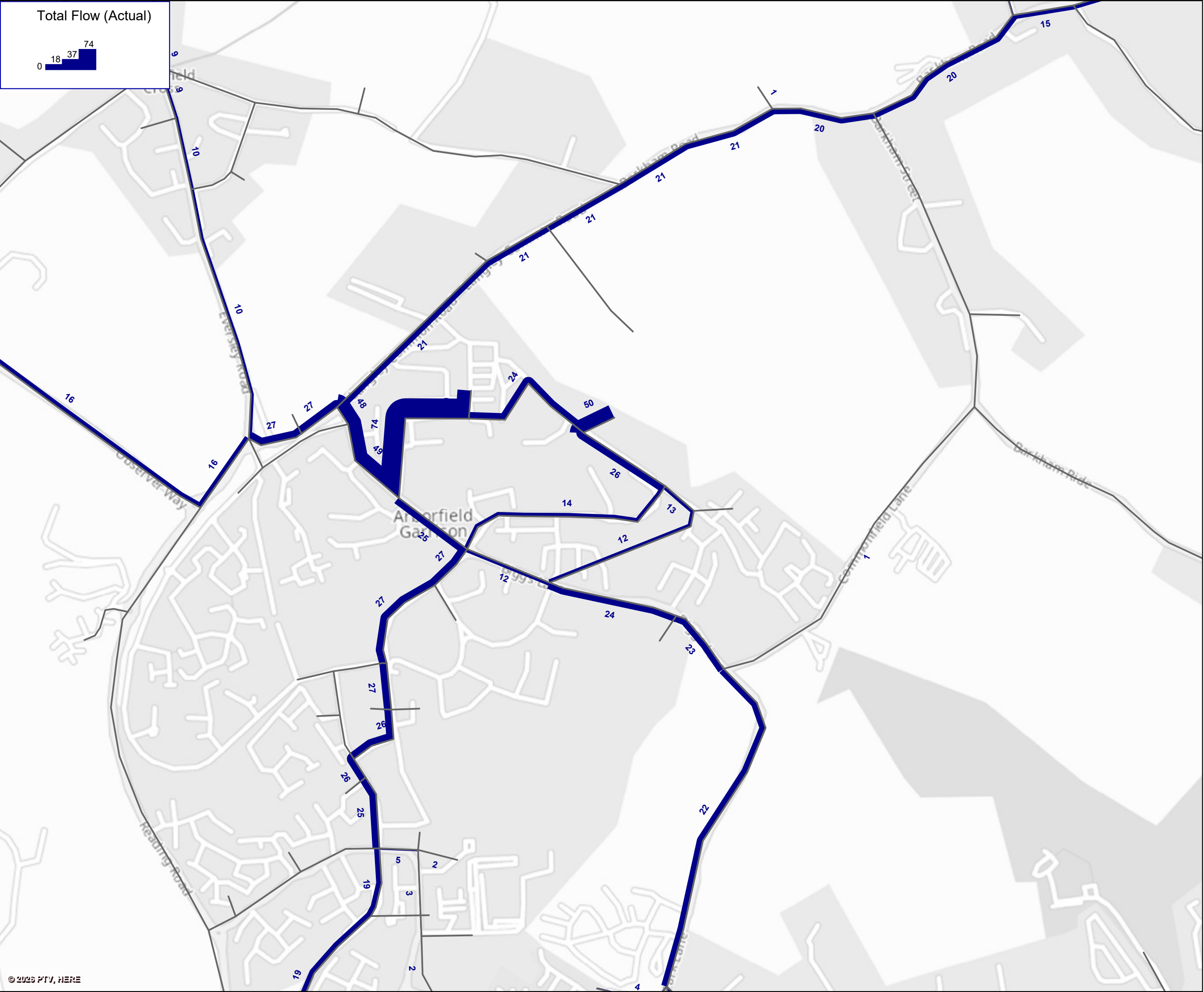
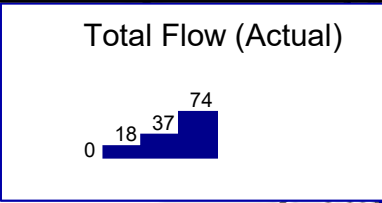
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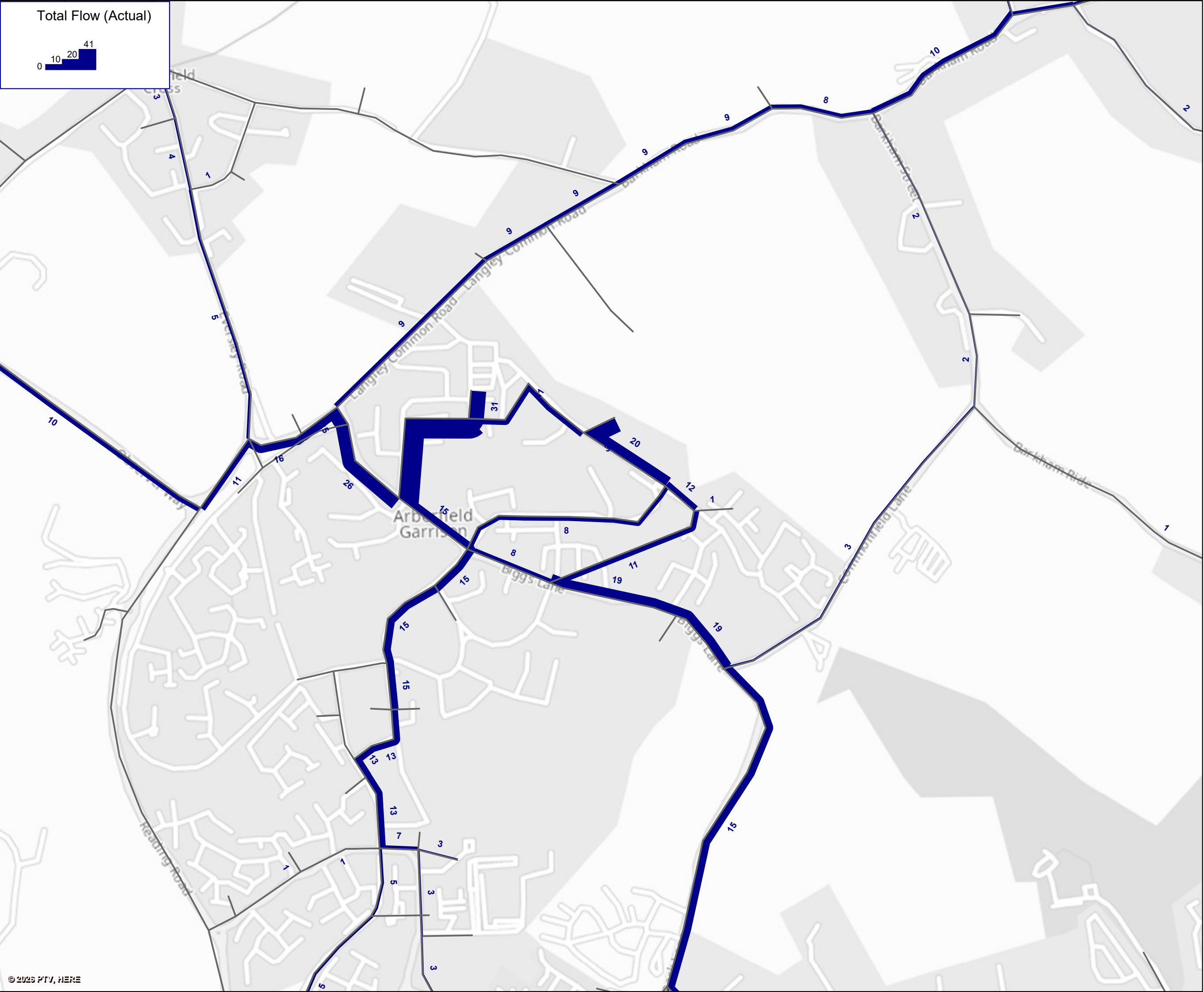
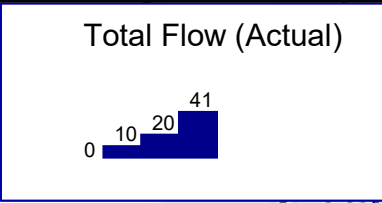
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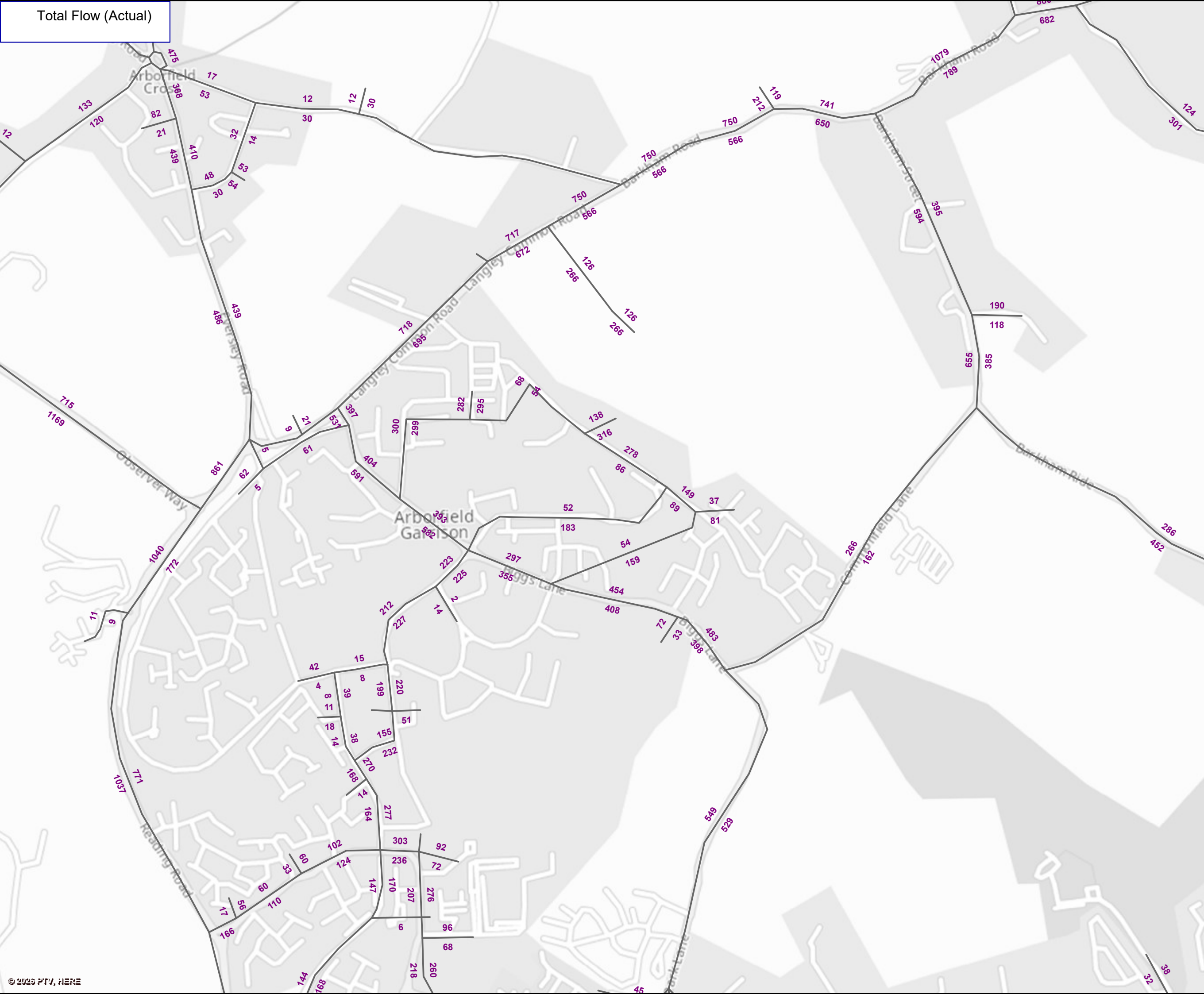
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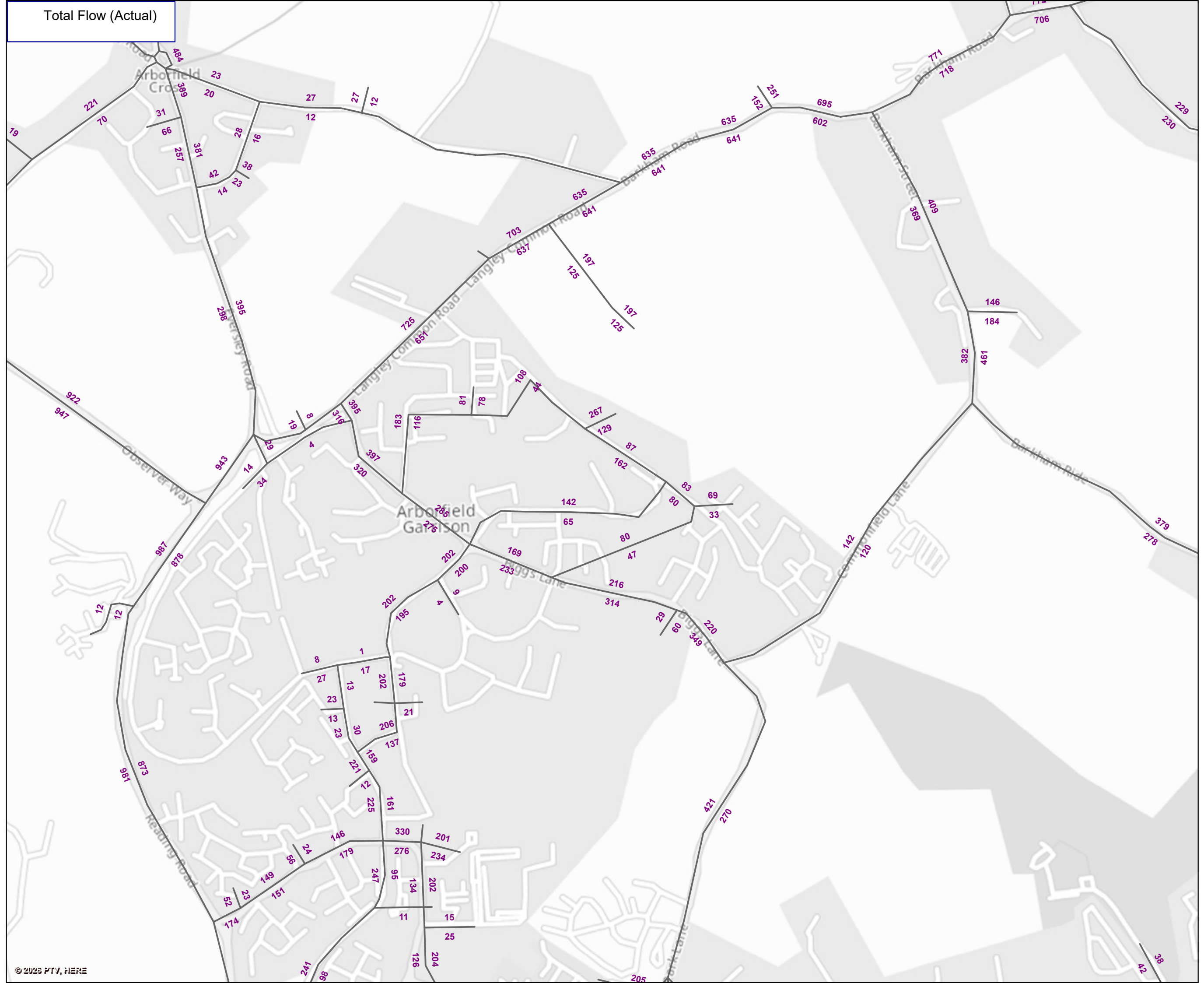




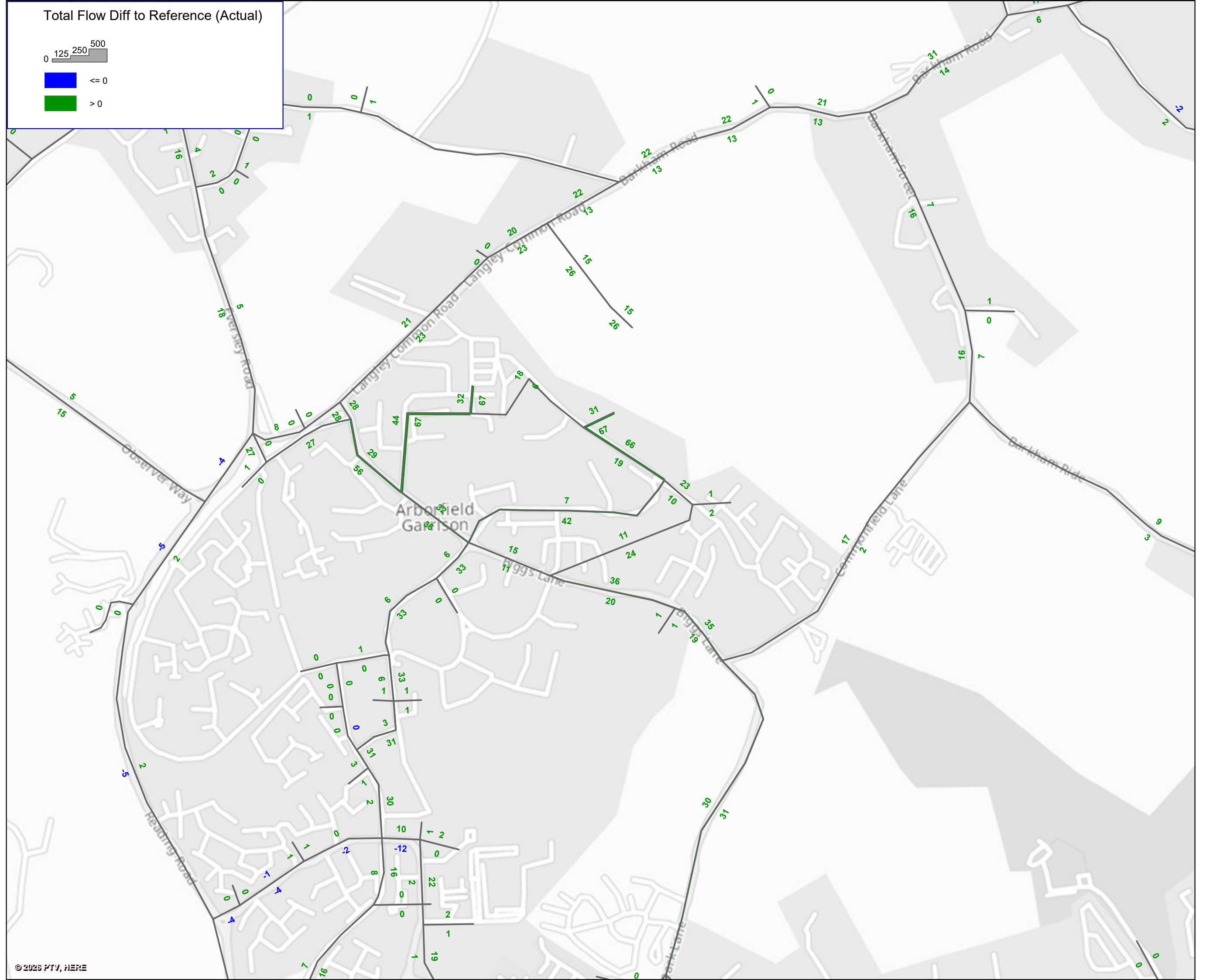
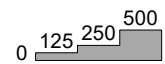
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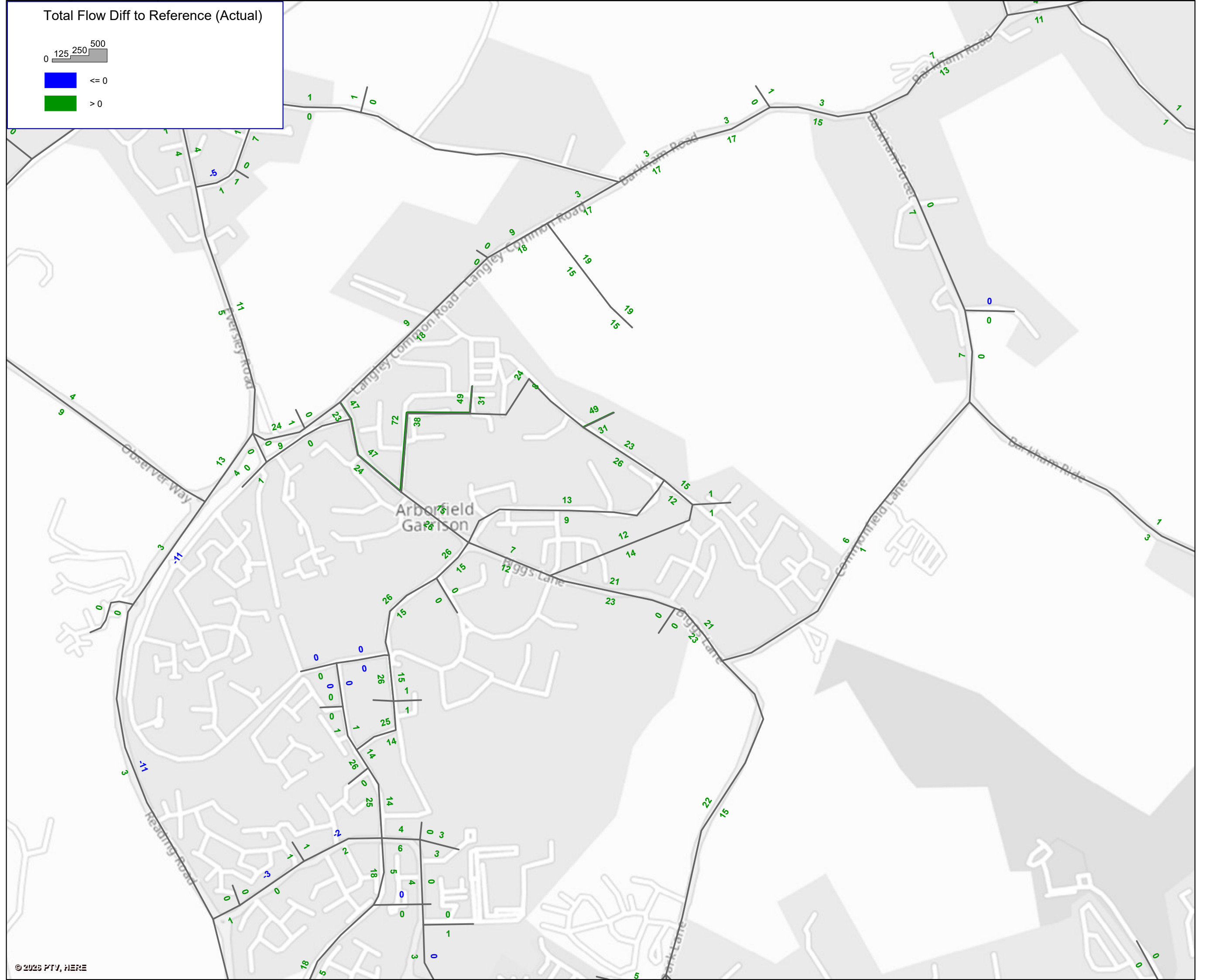
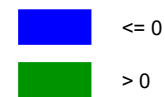
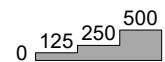
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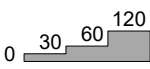
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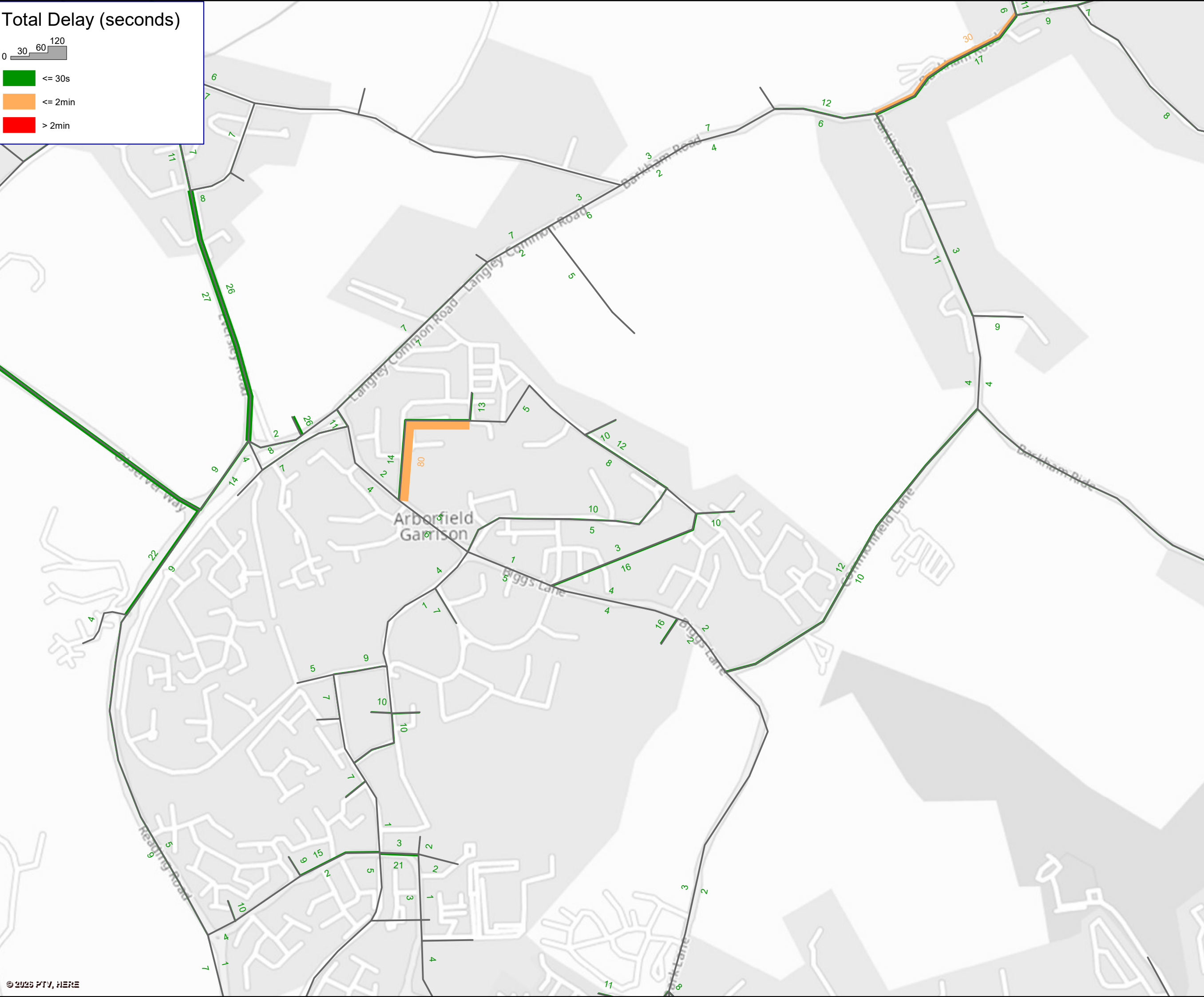
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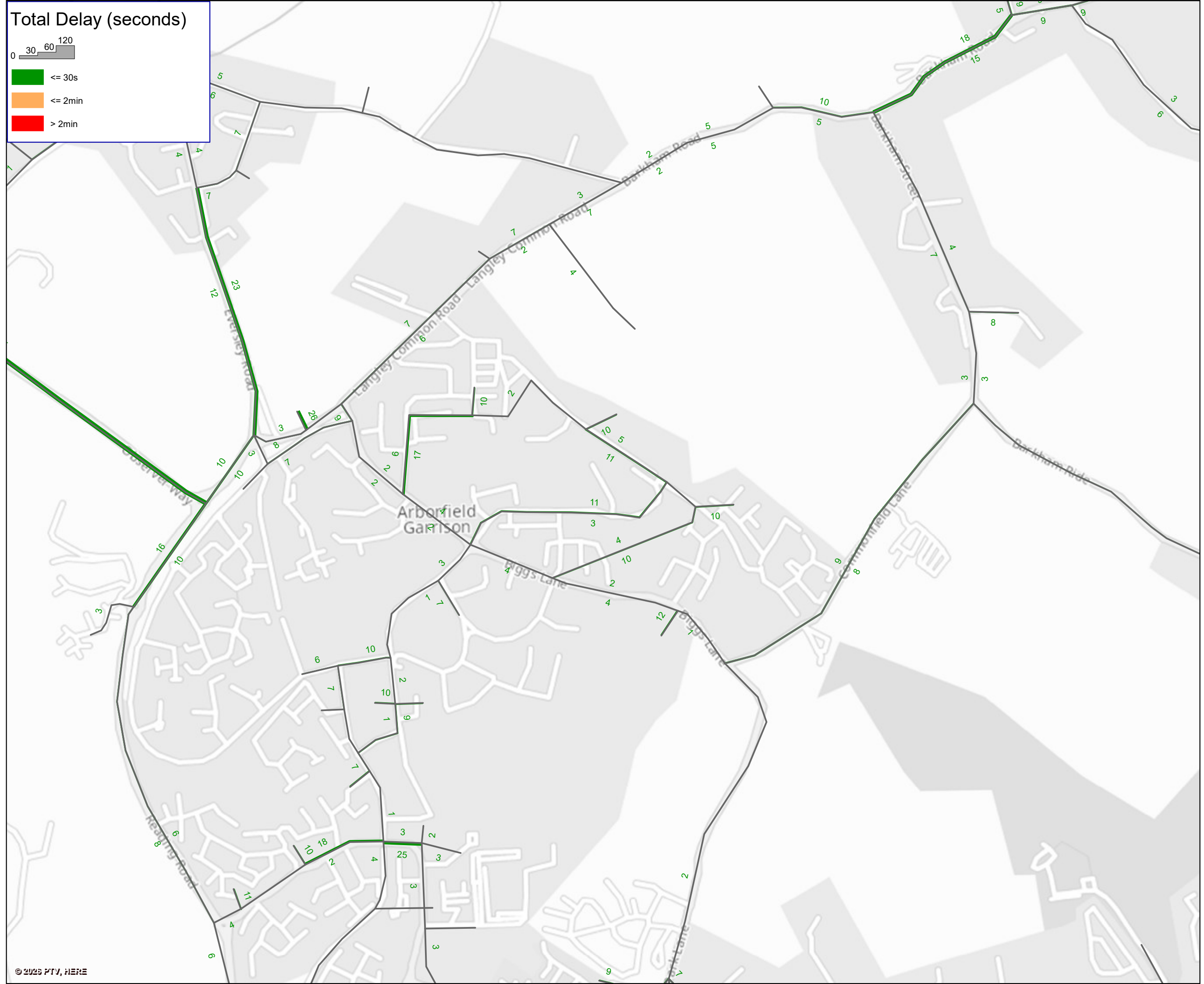


Total Delay (seconds)



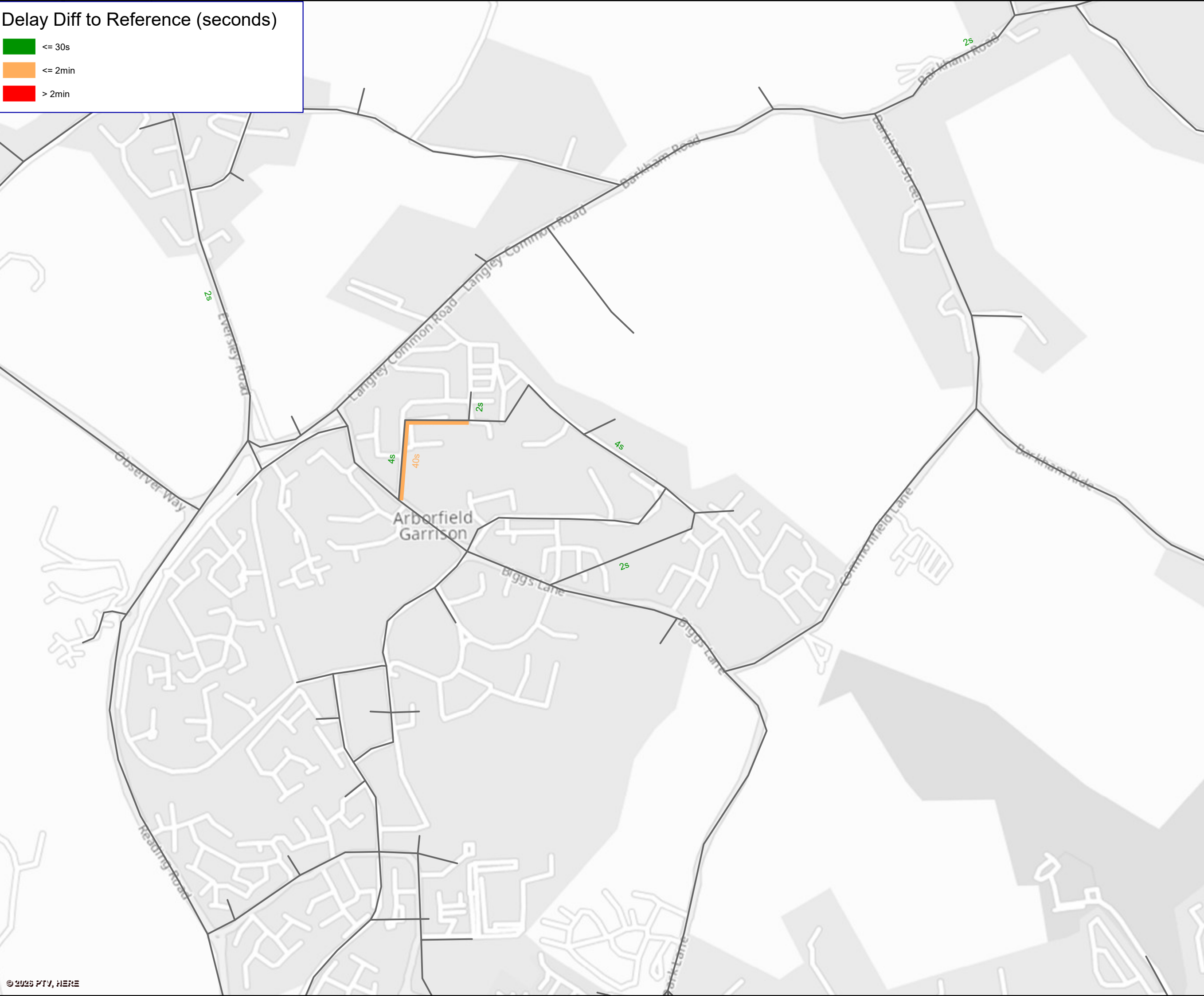
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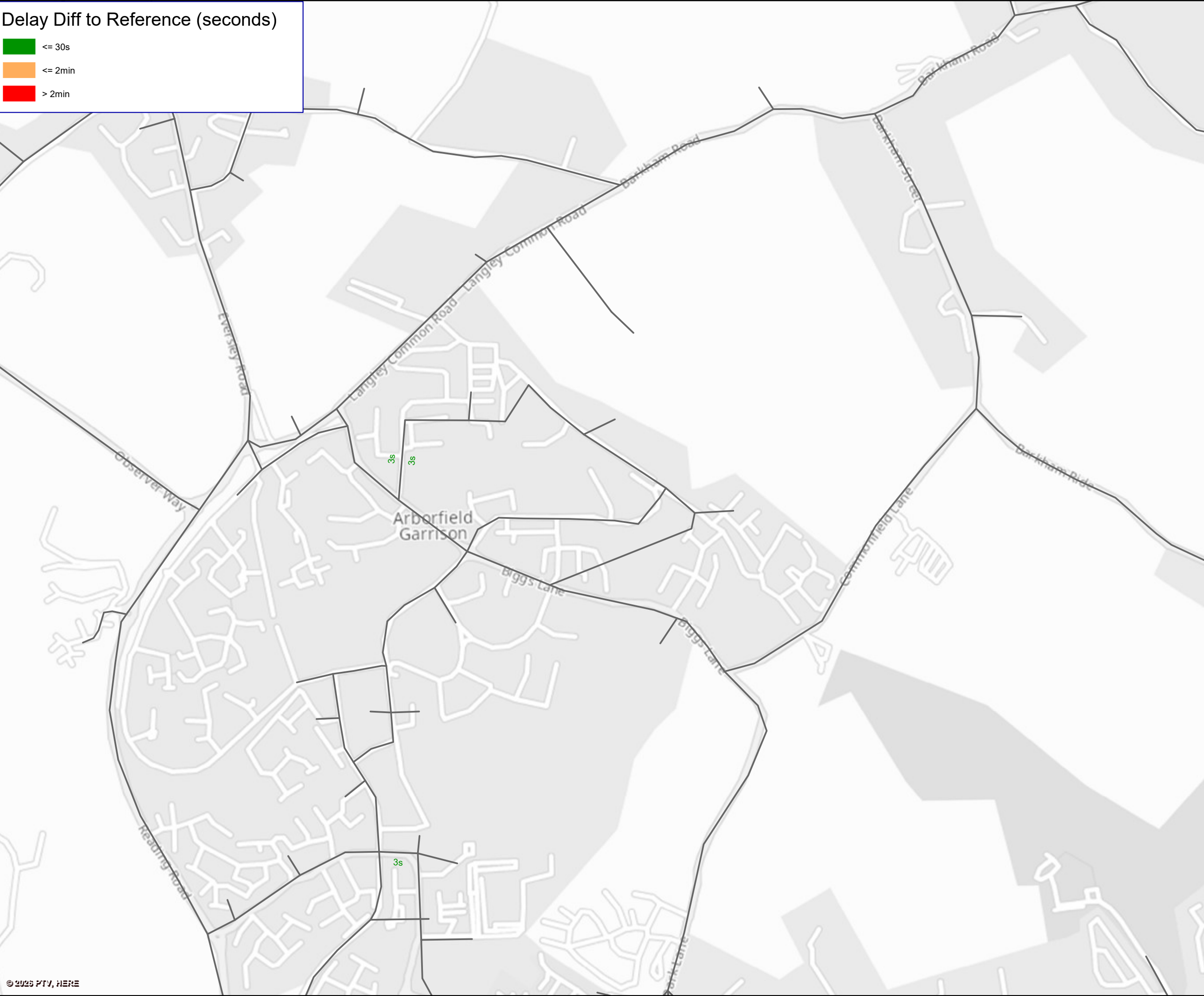
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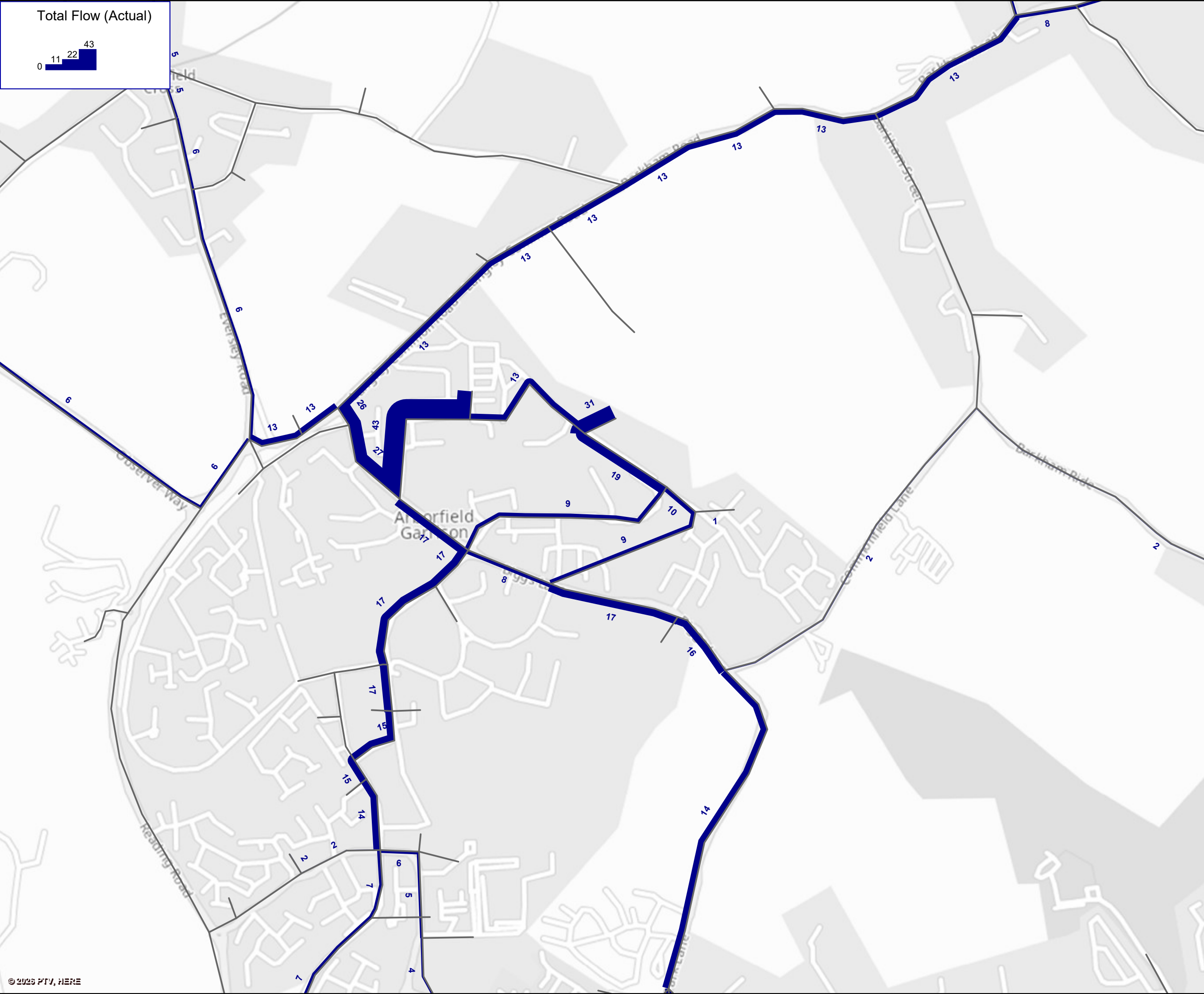
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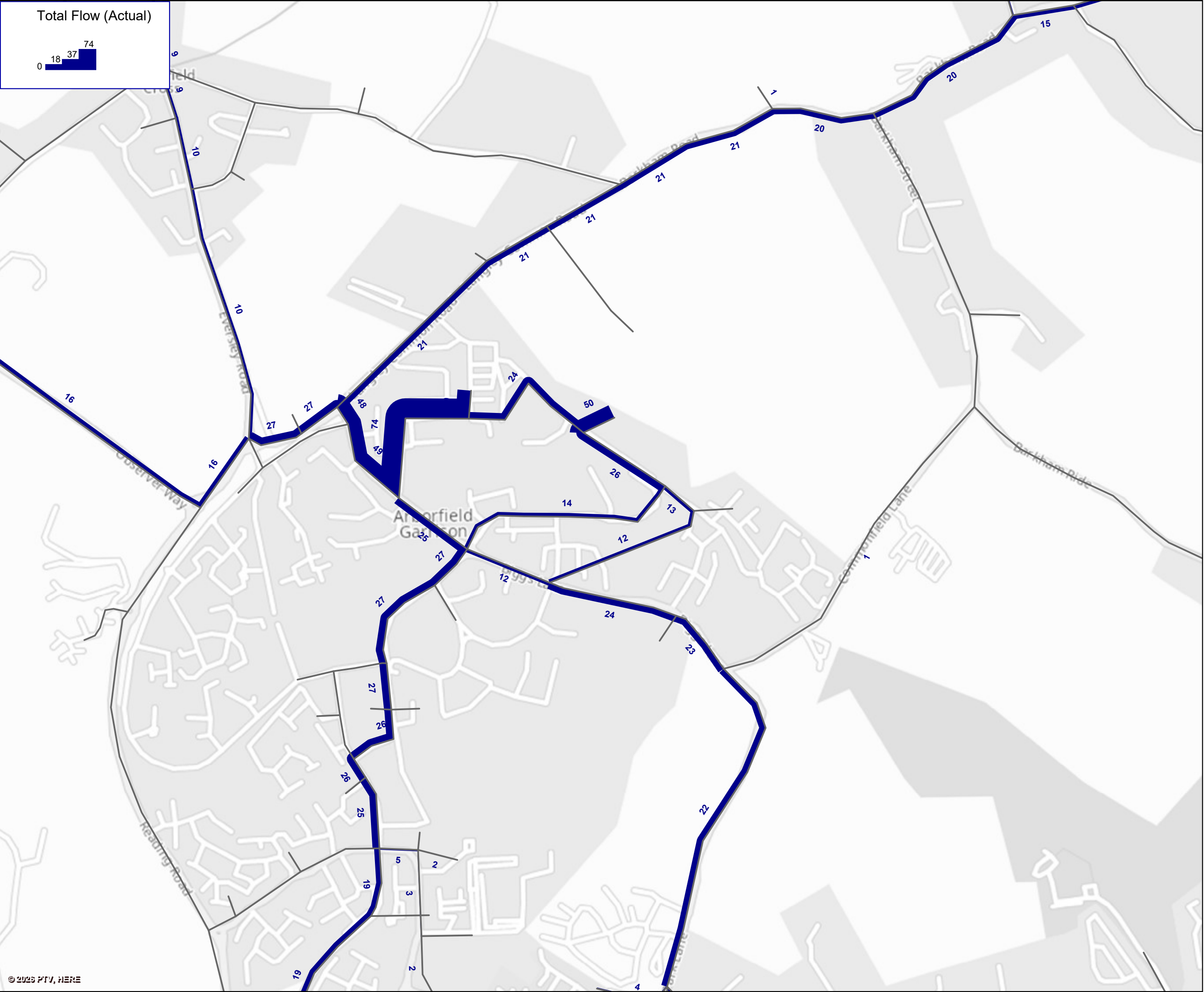
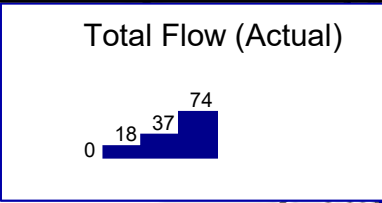


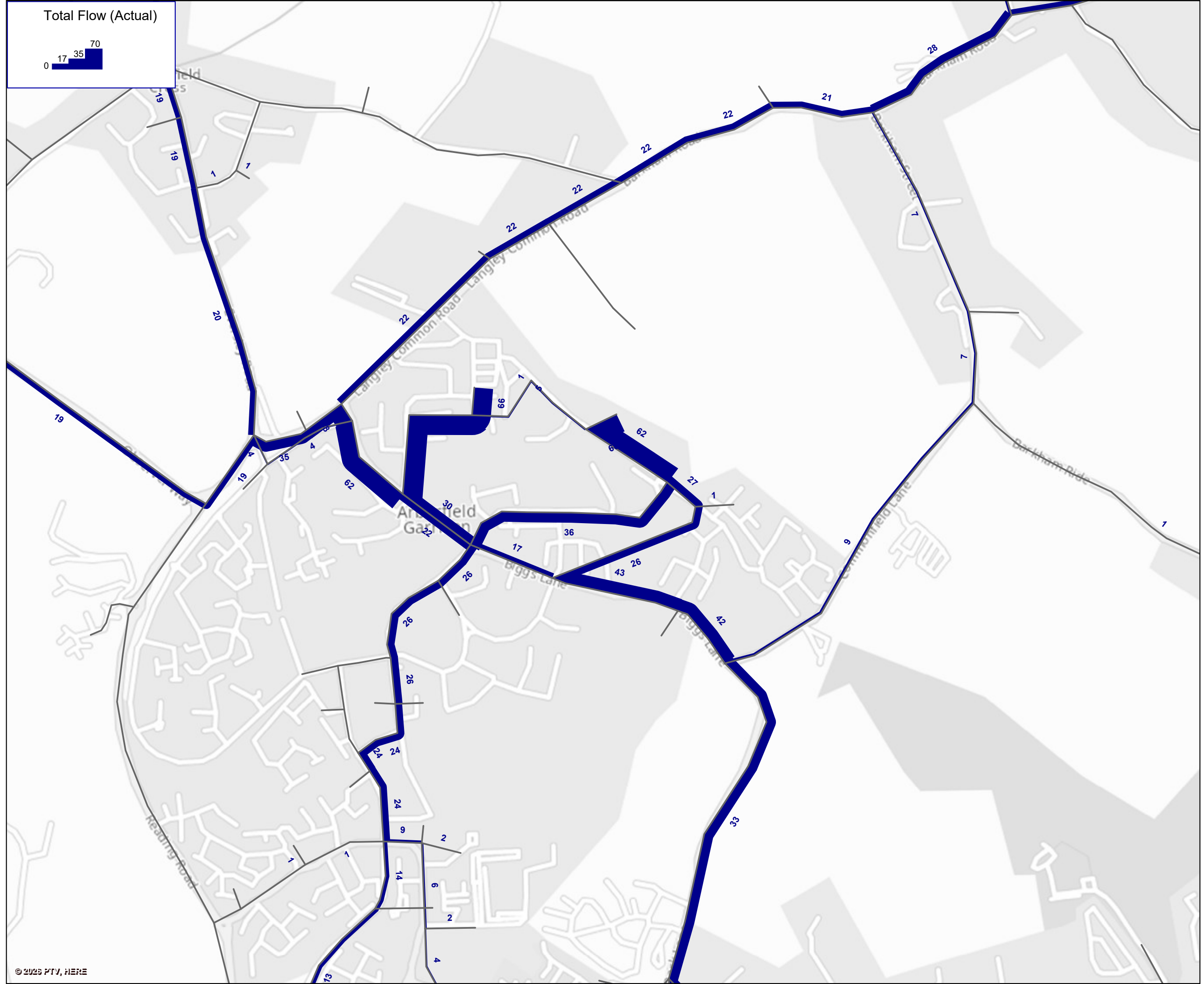
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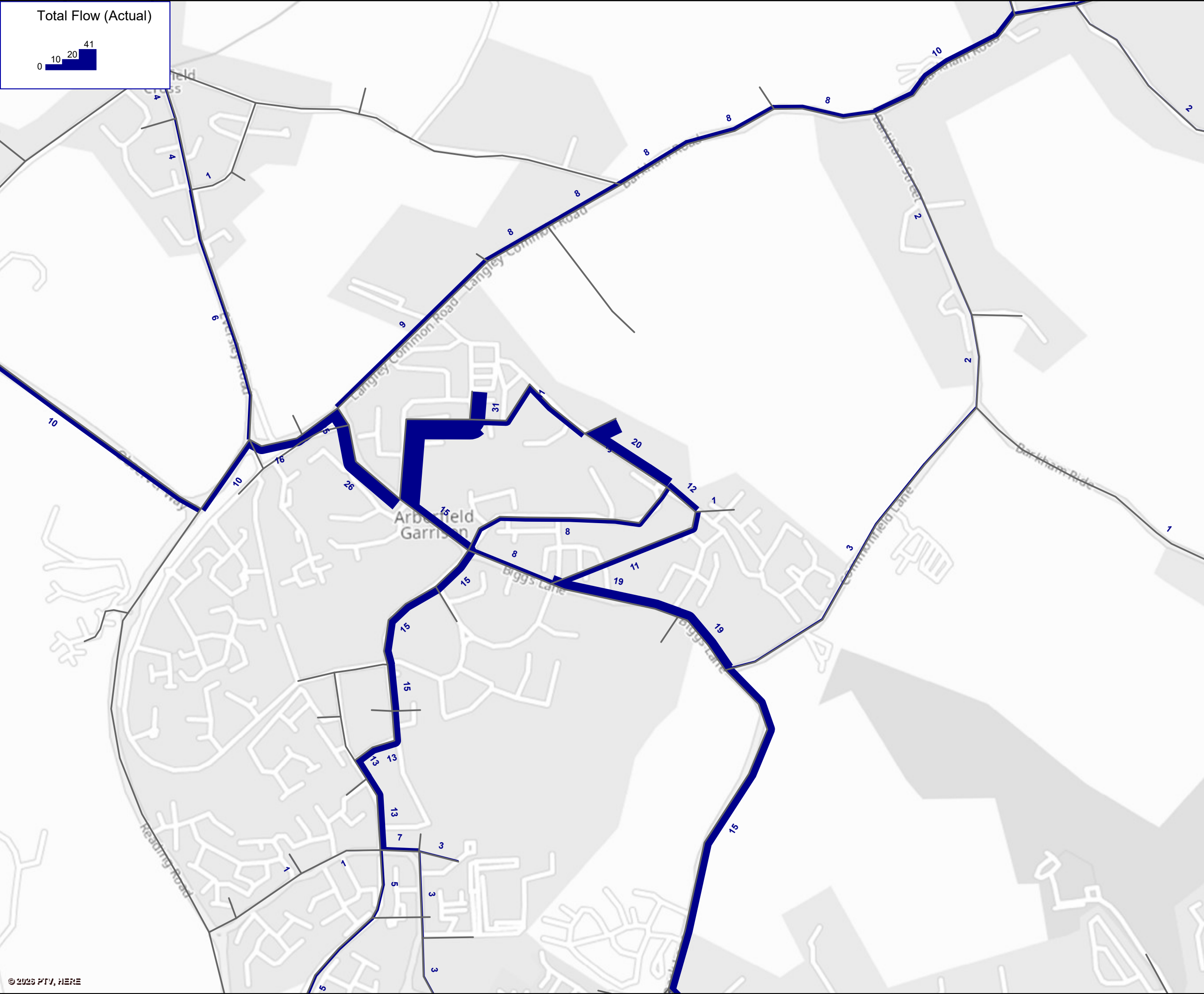
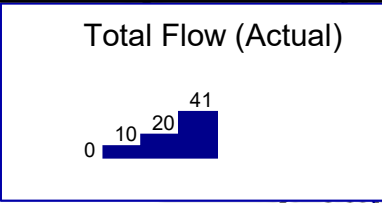
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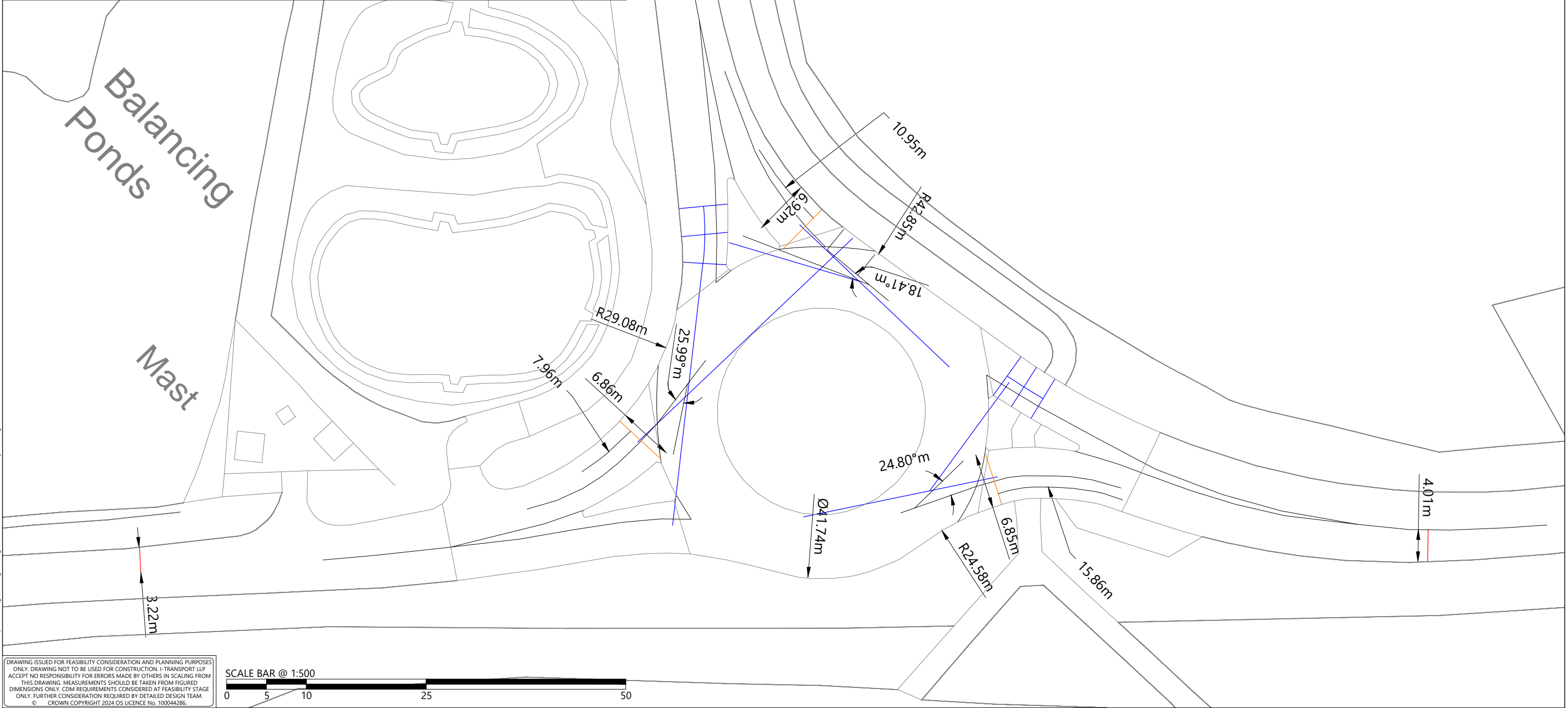




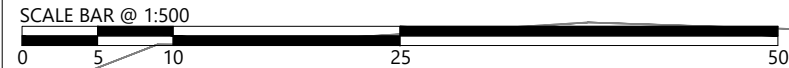


APPENDIX G. Junction Geometries

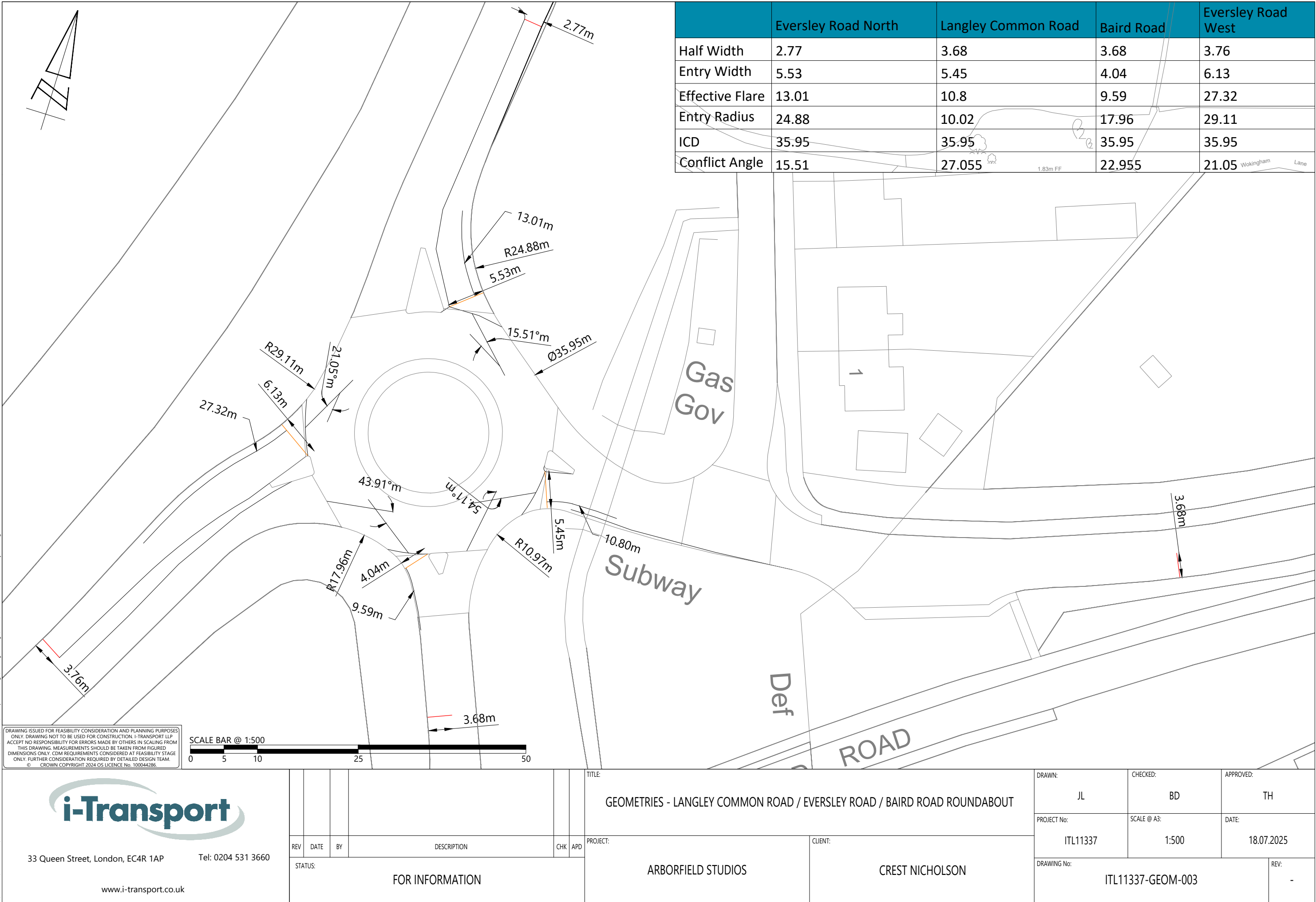
	Observer Way	Eversley Road East	Eversley Road West
Half Width	3.88	4.01	3.22
Entry Width	6.92	6.85	6.86
Effective Flare	10.95	15.86	7.96
Entry Radius	42.85	24.58	29.08
ICD	41.74	41.74	41.74
Conflict Angle	18.41	24.8	25.99



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 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk		REV DATE BY DESCRIPTION CHK APD		TITLE: GEOMETRIES - OBSERVER WAY / EVERSLEY ROAD ROUNDABOUT		DRAWN: JL	CHECKED: BD	APPROVED: TH
						PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 04.08.2025
STATUS: FOR INFORMATION		PROJECT: ARBORFIELD STUDIOS		CLIENT: CREST NICHOLSON		DRAWING No: ITL11337-GEOM-002		REV: -



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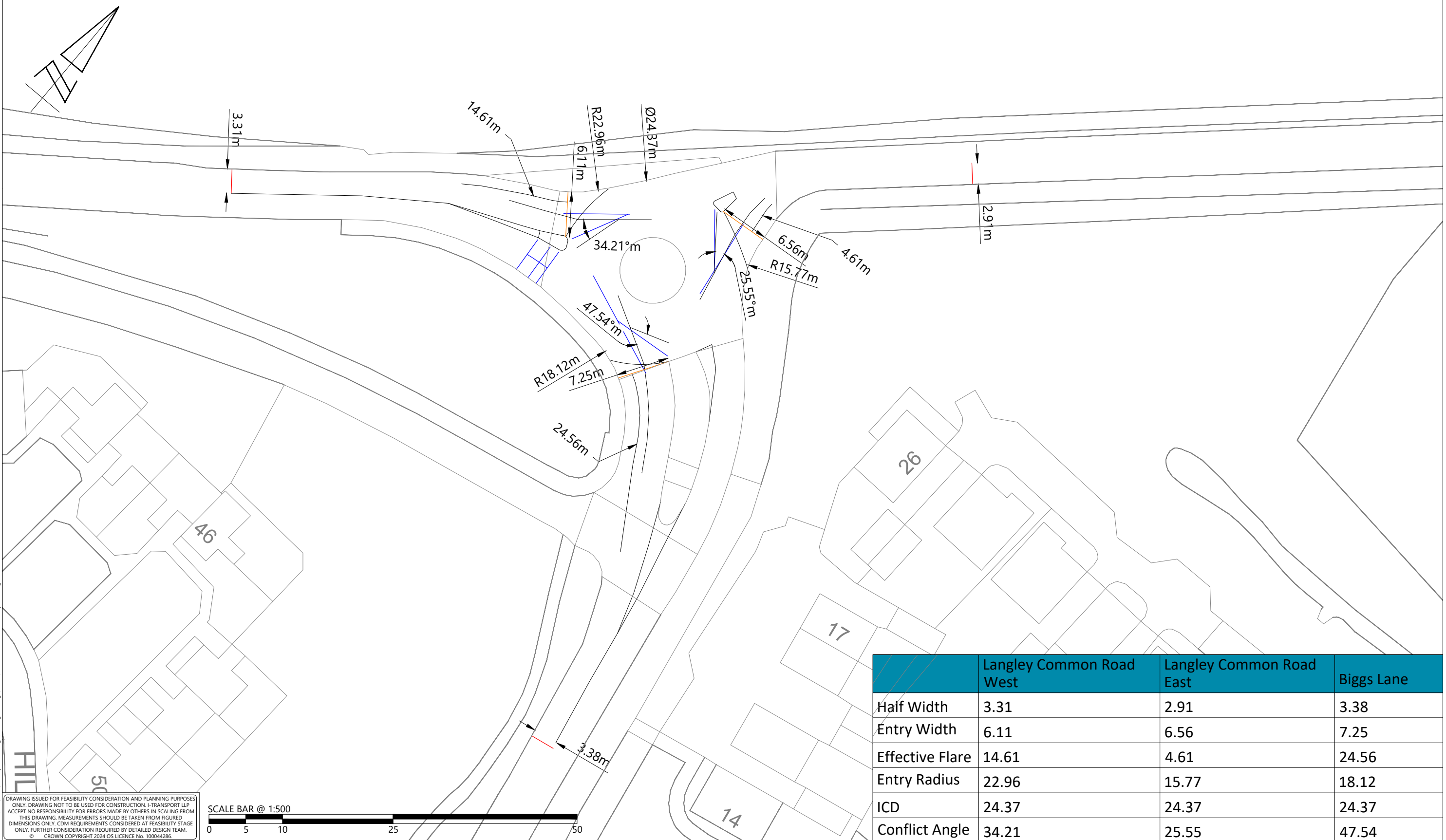


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REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE: GEOMETRIES - LANGLEY COMMON ROAD / EVERSLEY ROAD / BAIRD ROAD ROUNDABOUT	
PROJECT: ARBORFIELD STUDIOS	CLIENT: CREST NICHOLSON

DRAWN: JL	CHECKED: BD	APPROVED: TH
PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 18.07.2025
DRAWING No: ITL11337-GEOM-003		REV: -



	Langley Common Road West	Langley Common Road East	Biggs Lane
Half Width	3.31	2.91	3.38
Entry Width	6.11	6.56	7.25
Effective Flare	14.61	4.61	24.56
Entry Radius	22.96	15.77	18.12
ICD	24.37	24.37	24.37
Conflict Angle	34.21	25.55	47.54

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33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

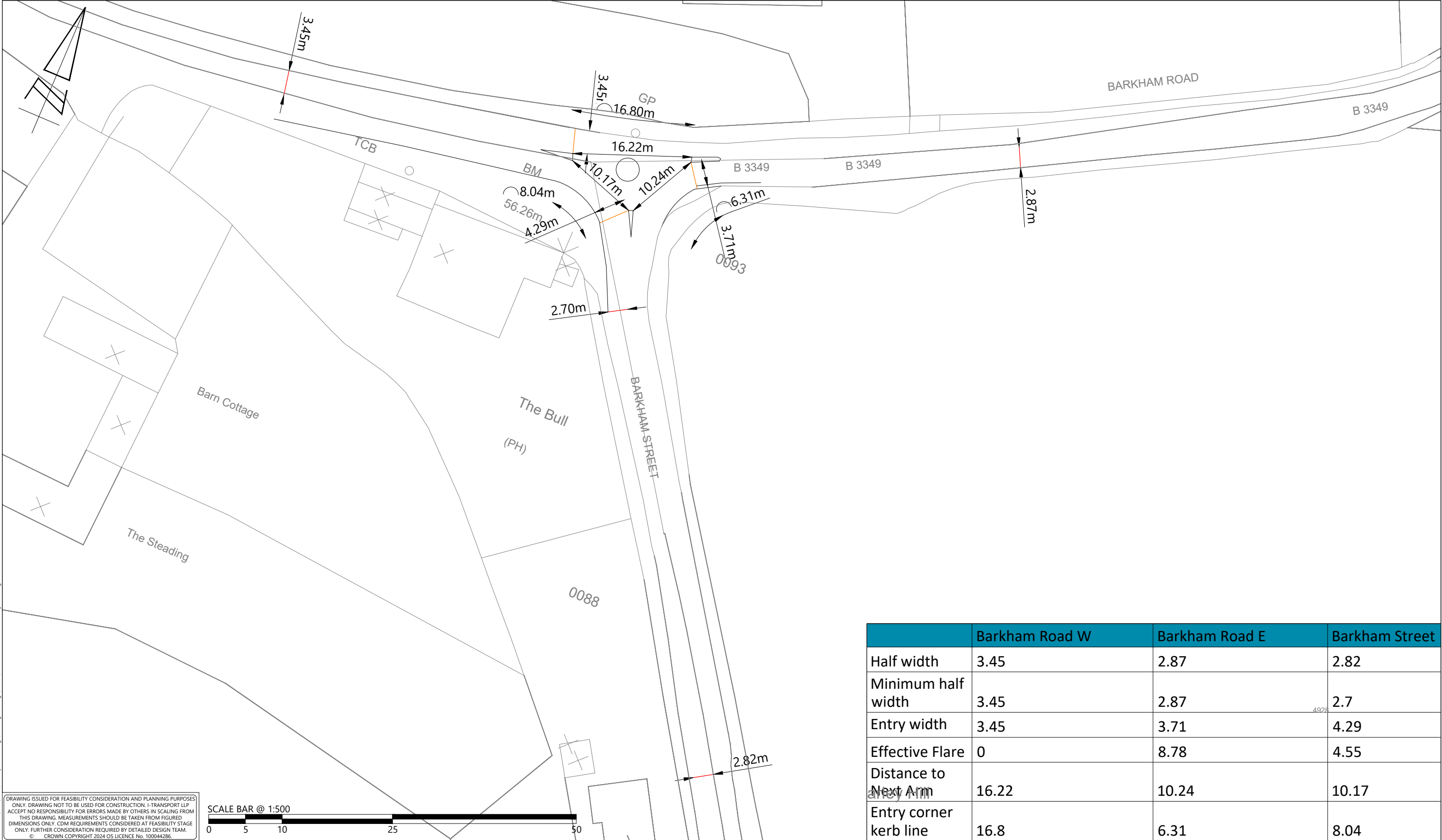
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: GEOMETRIES - BARKHAM STREET / BARKHAM ROAD ROUNDABOUT

PROJECT: ARBORFIELD STUDIOS CLIENT: CREST NICHOLSON

DRAWN: JL	CHECKED: BD	APPROVED: TH
PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 18.07.2025
DRAWING No: ITL11337-GEOM-004		REV: -

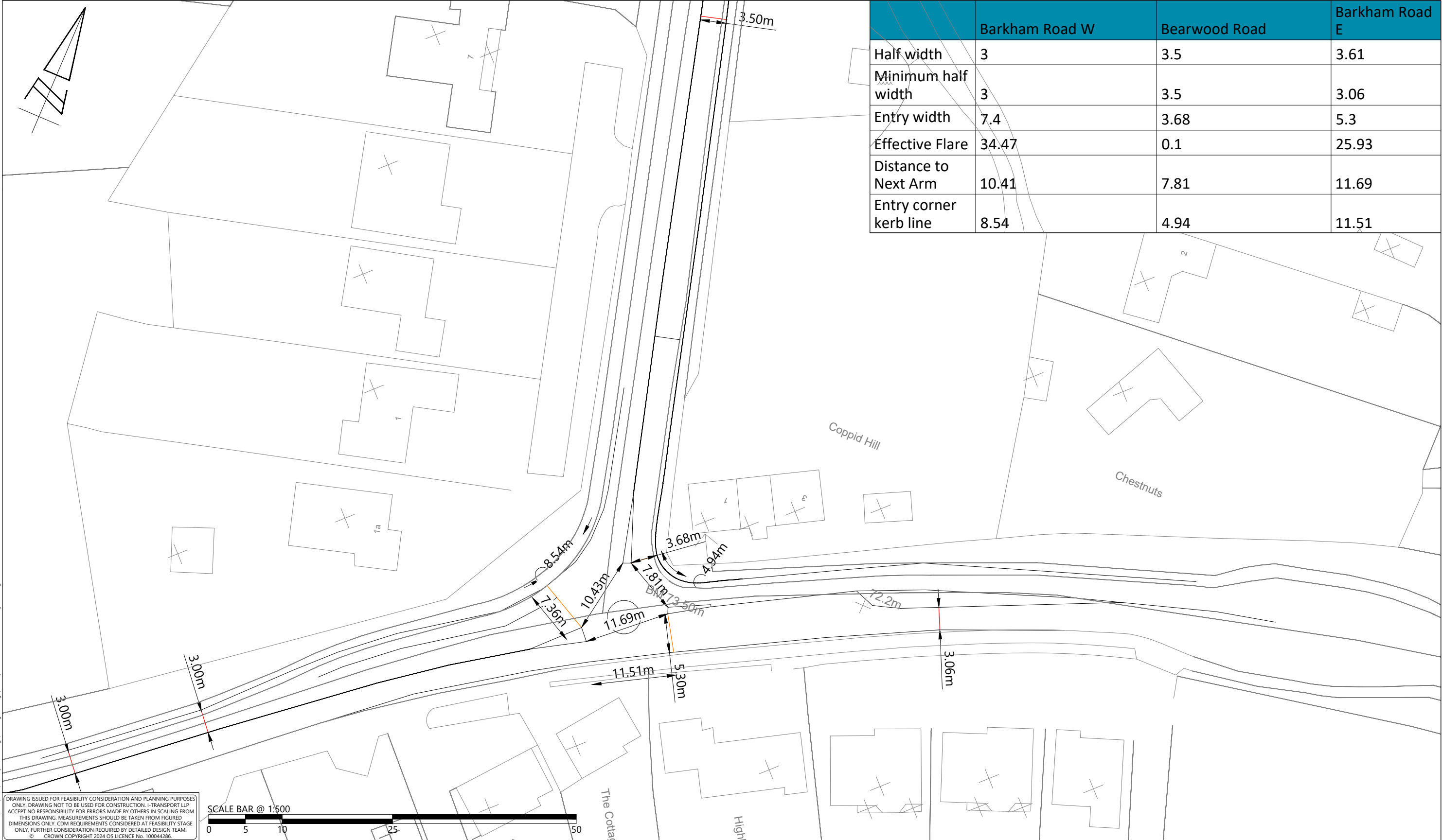


	Barkham Road W	Barkham Road E	Barkham Street
Half width	3.45	2.87	2.82
Minimum half width	3.45	2.87	2.7
Entry width	3.45	3.71	4.29
Effective Flare	0	8.78	4.55
Distance to Next Arm	16.22	10.24	10.17
Entry corner kerb line	16.8	6.31	8.04

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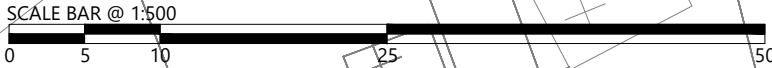


 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk		REV		DATE	BY	DESCRIPTION	CHK	APD	TITLE: GEOMETRIES - BARKHAM STREET / BARKHAM ROAD MINI-ROUNABOUT		DRAWN: JL/LM		CHECKED: -		APPROVED: -	
		PROJECT: ARBORFIELD STUDIOS		CLIENT: CREST NICHOLSON			PROJECT No: ITL11337		SCALE @ A3: 1:500		DATE: 15.10.2025					
STATUS: FOR INFORMATION										DRAWING No: ITL11337-GEOM-005A		REV: -				



	Barkham Road W	Bearwood Road	Barkham Road E
Half width	3	3.5	3.61
Minimum half width	3	3.5	3.06
Entry width	7.4	3.68	5.3
Effective Flare	34.47	0.1	25.93
Distance to Next Arm	10.41	7.81	11.69
Entry corner kerb line	8.54	4.94	11.51

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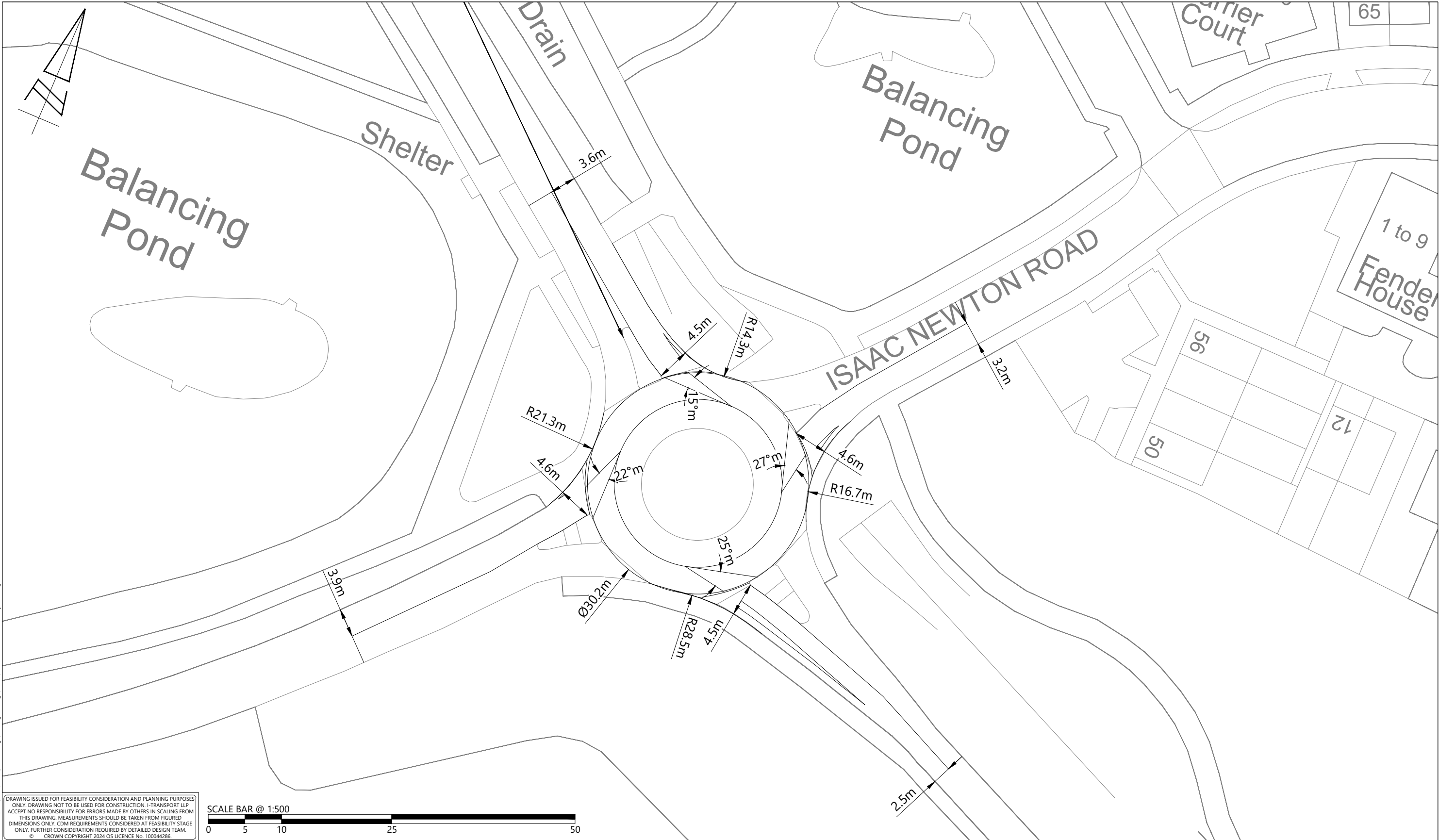


33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: GEOMETRIES - BEARWOOD ROAD / BARKHAM ROAD MINI-ROUNDAABOUT	
PROJECT: ARBORFIELD STUDIOS	CLIENT: CREST NICHOLSON

DRAWN: LM	CHECKED: WF/RW	APPROVED: PH
PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 27.07.2026
DRAWING No: ITL11337-GEOM-006A		REV: -



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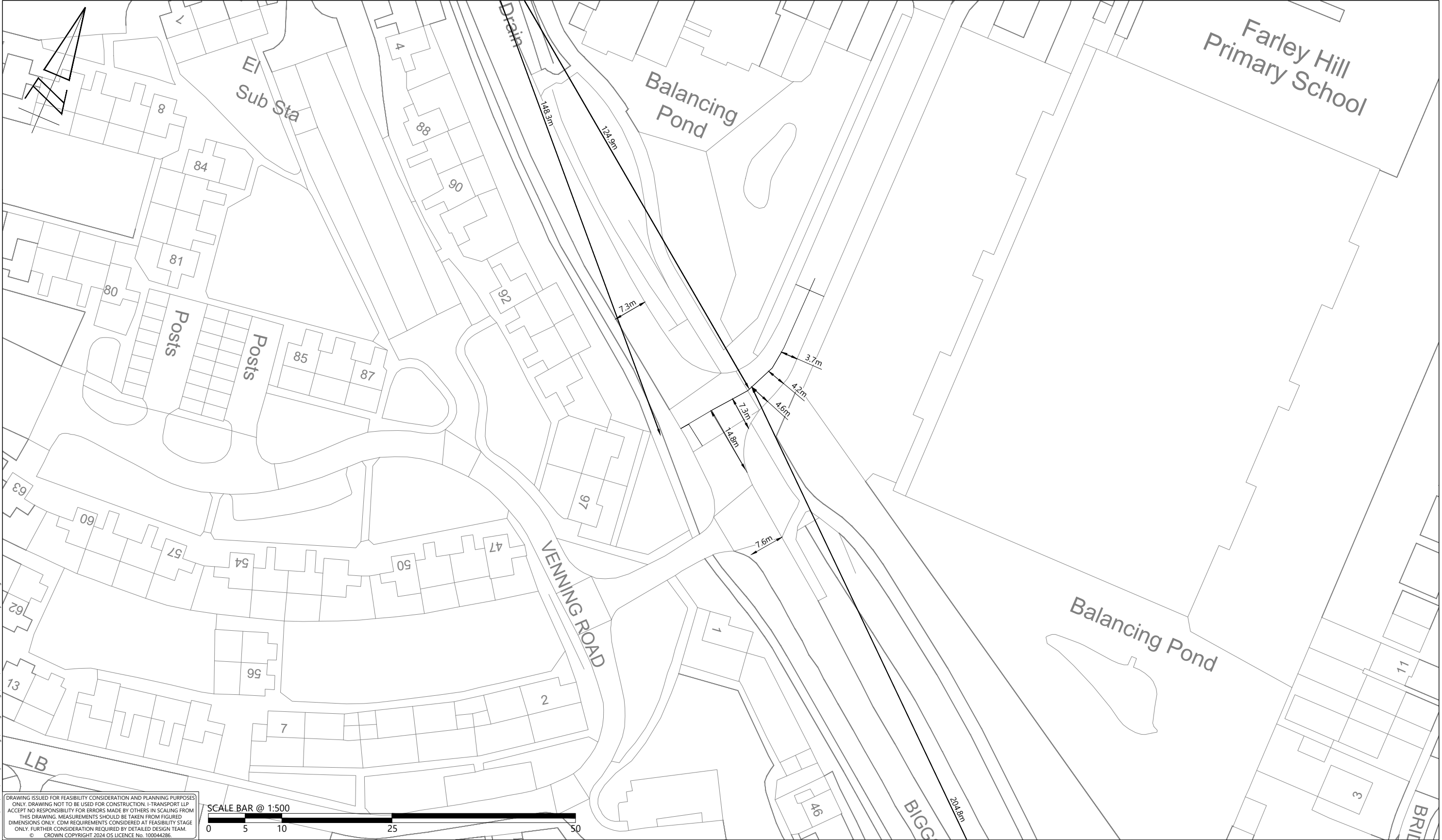
33 Queen Street, London, EC4R 1AP
Tel: 0204 531 3660
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
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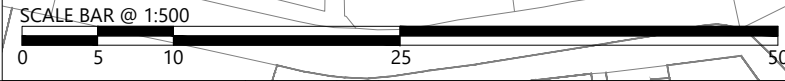
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PROJECT: ARBORFIELD STUDIOS	CLIENT: CREST NICHOLSON

DRAWN: LM	CHECKED: WF/RW	APPROVED: PH
PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 27.07.2026
DRAWING No: ITL11337-GEOM-007		REV: -

L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios\Transport Drawings\Working Drawings\GEOM\ITL11337-GEOM-002-008 adjusted.dwg



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 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk						TITLE: GEOMETRIES - BIGGS LANE / BASTON ROAD PRIORITY JUNCTION		DRAWN: LM	CHECKED: WF/RW	APPROVED: PH		
		REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: ARBORFIELD STUDIOS	CLIENT: CREST NICHOLSON	PROJECT No: ITL11337	SCALE @ A3: 1:500	DATE: 27.07.2026
		STATUS: FOR INFORMATION							DRAWING No: ITL11337-GEOM-008			REV: -

APPENDIX H. Junctions 11 modelling outputs

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
© Copyright TRL Software Limited, 2026											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Princess Marina_Biggs Lane Roundabout.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 13/03/2026 11:20:46

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2040 | WSTM-SC1 | AM
- »D4 - 2040 | WSTM-SC1 | PM
- »D5 - 2040 | WSTM-SC2 | AM
- »D6 - 2040 | WSTM-SC2 | PM
- »D7 - 2040 | WSTM-SC3a | AM
- »D8 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2026 - Base											
1 - Princess Marina Drive (N)	D1	0.2	5.06	0.15	A	5.39	D2	0.1	4.05	0.06	A	4.29
2 - Biggs Lane (S)		0.5	5.24	0.35	A			0.4	4.28	0.26	A	
3 - Princess Marina Drive (S)		0.4	4.93	0.29	A			0.2	3.76	0.13	A	
4 - Biggs Lane (N)		1.0	5.77	0.50	A			0.6	4.49	0.36	A	
	2040 - WSTM-SC1											
1 - Princess Marina Drive (N)	D3	0.2	4.57	0.17	A	4.58	D4	0.1	3.81	0.06	A	3.90
2 - Biggs Lane (S)		0.5	4.95	0.34	A			0.3	3.94	0.21	A	
3 - Princess Marina Drive (S)		0.3	4.51	0.23	A			0.2	3.73	0.17	A	
4 - Biggs Lane (N)		0.5	4.27	0.32	A			0.3	3.99	0.25	A	
	2040 - WSTM-SC2											
1 - Princess Marina Drive (N)	D5	0.3	4.98	0.22	A	4.83	D6	0.1	3.87	0.07	A	4.00
2 - Biggs Lane (S)		0.6	5.26	0.36	A			0.3	4.04	0.22	A	
3 - Princess Marina Drive (S)		0.3	4.67	0.24	A			0.2	3.87	0.19	A	
4 - Biggs Lane (N)		0.5	4.46	0.35	A			0.4	4.10	0.26	A	
	2040 - WSTM-SC3a											
1 - Princess Marina Drive (N)	D7	0.3	4.99	0.22	A	4.85	D8	0.1	3.88	0.07	A	4.01
2 - Biggs Lane (S)		0.6	5.31	0.36	A			0.3	4.05	0.22	A	
3 - Princess Marina Drive (S)		0.3	4.69	0.24	A			0.2	3.88	0.19	A	
4 - Biggs Lane (N)		0.5	4.48	0.35	A			0.4	4.11	0.26	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. Junction LOS and Junction Delay are demand-weighted averages.

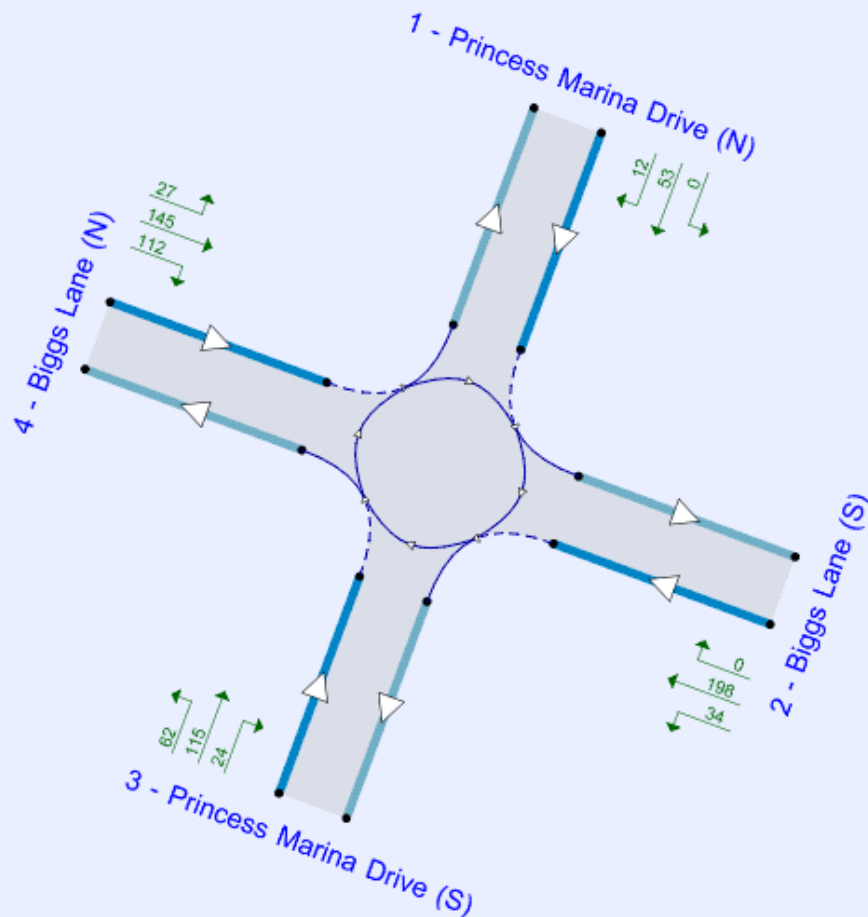
File summary

File Description

Title	
Location	
Site number	
Date	24/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.39	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Princess Marina Drive (N)		
2	Biggs Lane (S)		
3	Princess Marina Drive (S)		
4	Biggs Lane (N)		

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 - Princess Marina Drive (N)	3.20	4.60	4.1	16.7	30.2	26.6		
2 - Biggs Lane (S)	2.50	4.50	21.9	28.5	30.2	24.5		
3 - Princess Marina Drive (S)	3.90	4.60	1.1	21.3	30.2	21.8		
4 - Biggs Lane (N)	3.60	4.50	4.0	14.3	30.2	15.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Princess Marina Drive (N)	0.551	1175
2 - Biggs Lane (S)	0.580	1268
3 - Princess Marina Drive (S)	0.584	1290
4 - Biggs Lane (N)	0.584	1289

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	115	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	340	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	275	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	11	24	80
	2 - Biggs Lane (S)	3	0	27	310
	3 - Princess Marina Drive (S)	9	41	0	225
	4 - Biggs Lane (N)	56	307	202	3

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0.00	0.10	0.21	0.7
	2 - Biggs Lane (S)	0.01	0.00	0.08	0.9
	3 - Princess Marina Drive (S)	0.03	0.15	0.00	0.8
	4 - Biggs Lane (N)	0.10	0.54	0.36	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	0
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	0
	4 - Biggs Lane (N)	0	1	0	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.00
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.00
	4 - Biggs Lane (N)	1.000	1.010	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	07:45-08:00	87	87
	08:00-08:15	103	103
	08:15-08:30	127	127
	08:30-08:45	127	127
	08:45-09:00	103	103
	09:00-09:15	87	87
2 - Biggs Lane (S)	07:45-08:00	256	258
	08:00-08:15	306	308
	08:15-08:30	374	378
	08:30-08:45	374	378
	08:45-09:00	306	308
	09:00-09:15	256	258
3 - Princess Marina Drive (S)	07:45-08:00	207	207
	08:00-08:15	247	247
	08:15-08:30	303	303
	08:30-08:45	303	303
	08:45-09:00	247	247
	09:00-09:15	207	207
4 - Biggs Lane (N)	07:45-08:00	428	430
	08:00-08:15	511	513
	08:15-08:30	625	629
	08:30-08:45	625	629
	08:45-09:00	511	513
	09:00-09:15	428	430

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.15	5.06	0.2	A	106	158
2 - Biggs Lane (S)	0.35	5.24	0.5	A	312	468
3 - Princess Marina Drive (S)	0.29	4.93	0.4	A	252	379
4 - Biggs Lane (N)	0.50	5.77	1.0	A	521	782

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	87	22	414	945	0.092	86	51	0.0	0.1	4.188	A
2 - Biggs Lane (S)	256	64	232	1123	0.228	255	269	0.0	0.3	4.141	A
3 - Princess Marina Drive (S)	207	52	297	1115	0.186	206	190	0.0	0.2	3.955	A
4 - Biggs Lane (N)	428	107	40	1259	0.340	426	463	0.0	0.5	4.307	A

08:00 - 08:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	103	26	496	900	0.115	103	61	0.1	0.1	4.519	A
2 - Biggs Lane (S)	306	76	277	1097	0.279	305	322	0.3	0.4	4.546	A
3 - Princess Marina Drive (S)	247	62	355	1081	0.229	247	227	0.2	0.3	4.317	A
4 - Biggs Lane (N)	511	128	48	1255	0.407	510	555	0.5	0.7	4.829	A

08:15 - 08:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	127	32	608	838	0.151	126	75	0.1	0.2	5.056	A
2 - Biggs Lane (S)	374	94	340	1061	0.353	374	394	0.4	0.5	5.232	A
3 - Princess Marina Drive (S)	303	76	435	1034	0.293	302	278	0.3	0.4	4.918	A
4 - Biggs Lane (N)	625	156	58	1249	0.501	624	679	0.7	1.0	5.752	A

08:30 - 08:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	127	32	609	838	0.151	127	75	0.2	0.2	5.063	A
2 - Biggs Lane (S)	374	94	340	1061	0.353	374	395	0.5	0.5	5.243	A
3 - Princess Marina Drive (S)	303	76	436	1033	0.293	303	279	0.4	0.4	4.926	A
4 - Biggs Lane (N)	625	156	58	1249	0.501	625	680	1.0	1.0	5.775	A

08:45 - 09:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	103	26	498	899	0.115	104	61	0.2	0.1	4.529	A
2 - Biggs Lane (S)	306	76	278	1096	0.279	306	323	0.5	0.4	4.561	A
3 - Princess Marina Drive (S)	247	62	357	1080	0.229	248	228	0.4	0.3	4.328	A
4 - Biggs Lane (N)	511	128	48	1255	0.407	512	557	1.0	0.7	4.854	A

09:00 - 09:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	87	22	417	944	0.092	87	51	0.1	0.1	4.200	A
2 - Biggs Lane (S)	256	64	233	1122	0.228	256	271	0.4	0.3	4.158	A
3 - Princess Marina Drive (S)	207	52	298	1114	0.186	207	191	0.3	0.2	3.972	A
4 - Biggs Lane (N)	428	107	40	1259	0.340	428	466	0.7	0.5	4.337	A

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	54	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	275	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	134	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0	5	13	36
2 - Biggs Lane (S)		3	0	21	251
3 - Princess Marina Drive (S)		20	25	0	89
4 - Biggs Lane (N)		66	203	146	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0.00	0.09	0.24	0.6
2 - Biggs Lane (S)		0.01	0.00	0.08	0.9
3 - Princess Marina Drive (S)		0.15	0.19	0.00	0.6
4 - Biggs Lane (N)		0.16	0.49	0.35	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	0
	2 - Biggs Lane (S)	0	0	0	0
	3 - Princess Marina Drive (S)	0	0	0	0
	4 - Biggs Lane (N)	0	0	0	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.000
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.000
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.000
	4 - Biggs Lane (N)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	16:45-17:00	41	41
	17:00-17:15	49	49
	17:15-17:30	59	59
	17:30-17:45	59	59
	17:45-18:00	49	49
	18:00-18:15	41	41
2 - Biggs Lane (S)	16:45-17:00	207	207
	17:00-17:15	247	247
	17:15-17:30	303	303
	17:30-17:45	303	303
	17:45-18:00	247	247
	18:00-18:15	207	207
3 - Princess Marina Drive (S)	16:45-17:00	101	101
	17:00-17:15	120	120
	17:15-17:30	148	148
	17:30-17:45	148	148
	17:45-18:00	120	120
	18:00-18:15	101	101
4 - Biggs Lane (N)	16:45-17:00	312	312
	17:00-17:15	373	373
	17:15-17:30	457	457
	17:30-17:45	457	457
	17:45-18:00	373	373
	18:00-18:15	312	312

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.06	4.05	0.1	A	50	74
2 - Biggs Lane (S)	0.26	4.28	0.4	A	252	379
3 - Princess Marina Drive (S)	0.13	3.76	0.2	A	123	184
4 - Biggs Lane (N)	0.36	4.49	0.6	A	381	571

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	41	10	280	1020	0.040	40	67	0.0	0.0	3.673	A
2 - Biggs Lane (S)	207	52	146	1183	0.175	206	175	0.0	0.2	3.682	A
3 - Princess Marina Drive (S)	101	25	217	1163	0.087	101	135	0.0	0.1	3.389	A
4 - Biggs Lane (N)	312	78	36	1268	0.246	311	282	0.0	0.3	3.756	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	336	990	0.049	49	80	0.0	0.1	3.823	A
2 - Biggs Lane (S)	247	62	175	1166	0.212	247	209	0.2	0.3	3.916	A
3 - Princess Marina Drive (S)	120	30	260	1138	0.106	120	162	0.1	0.1	3.537	A
4 - Biggs Lane (N)	373	93	43	1264	0.295	373	338	0.3	0.4	4.036	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	59	15	411	948	0.063	59	98	0.1	0.1	4.050	A
2 - Biggs Lane (S)	303	76	214	1143	0.265	302	256	0.3	0.4	4.279	A
3 - Princess Marina Drive (S)	148	37	319	1104	0.134	147	198	0.1	0.2	3.764	A
4 - Biggs Lane (N)	457	114	53	1259	0.363	456	414	0.4	0.6	4.485	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	59	15	412	948	0.063	59	98	0.1	0.1	4.051	A
2 - Biggs Lane (S)	303	76	215	1143	0.265	303	257	0.4	0.4	4.283	A
3 - Princess Marina Drive (S)	148	37	319	1103	0.134	148	198	0.2	0.2	3.765	A
4 - Biggs Lane (N)	457	114	53	1259	0.363	457	414	0.6	0.6	4.490	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	337	989	0.049	49	80	0.1	0.1	3.826	A
2 - Biggs Lane (S)	247	62	176	1166	0.212	248	210	0.4	0.3	3.923	A
3 - Princess Marina Drive (S)	120	30	261	1137	0.106	121	162	0.2	0.1	3.542	A
4 - Biggs Lane (N)	373	93	43	1264	0.295	374	338	0.6	0.4	4.046	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	41	10	282	1020	0.040	41	67	0.1	0.0	3.680	A
2 - Biggs Lane (S)	207	52	147	1182	0.175	207	176	0.3	0.2	3.691	A
3 - Princess Marina Drive (S)	101	25	219	1162	0.087	101	136	0.1	0.1	3.394	A
4 - Biggs Lane (N)	312	78	36	1268	0.246	313	283	0.4	0.3	3.768	A

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	142	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	342	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	217	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0	0	64	78
2 - Biggs Lane (S)		0	0	29	313
3 - Princess Marina Drive (S)		35	30	0	152
4 - Biggs Lane (N)		10	250	99	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0.00	0.00	0.45	0.5
2 - Biggs Lane (S)		0.00	0.00	0.08	0.9
3 - Princess Marina Drive (S)		0.16	0.14	0.00	0.7
4 - Biggs Lane (N)		0.03	0.70	0.28	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	0
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	0
	4 - Biggs Lane (N)	2	1	0	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.00
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.00
	4 - Biggs Lane (N)	1.020	1.010	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	07:45-08:00	107	107
	08:00-08:15	128	128
	08:15-08:30	156	156
	08:30-08:45	156	156
	08:45-09:00	128	128
	09:00-09:15	107	107
2 - Biggs Lane (S)	07:45-08:00	257	260
	08:00-08:15	307	310
	08:15-08:30	376	380
	08:30-08:45	376	380
	08:45-09:00	307	310
	09:00-09:15	257	260
3 - Princess Marina Drive (S)	07:45-08:00	163	163
	08:00-08:15	195	195
	08:15-08:30	239	239
	08:30-08:45	239	239
	08:45-09:00	195	195
	09:00-09:15	163	163
4 - Biggs Lane (N)	07:45-08:00	270	272
	08:00-08:15	322	325
	08:15-08:30	395	397
	08:30-08:45	395	397
	08:45-09:00	322	325
	09:00-09:15	270	272

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.17	4.57	0.2	A	130	195
2 - Biggs Lane (S)	0.34	4.95	0.5	A	314	471
3 - Princess Marina Drive (S)	0.23	4.51	0.3	A	199	299
4 - Biggs Lane (N)	0.32	4.27	0.5	A	329	493

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	107	27	284	1017	0.105	106	34	0.0	0.1	3.950	A
2 - Biggs Lane (S)	257	64	181	1152	0.223	256	210	0.0	0.3	4.012	A
3 - Princess Marina Drive (S)	163	41	293	1117	0.146	163	144	0.0	0.2	3.769	A
4 - Biggs Lane (N)	270	67	49	1252	0.216	269	407	0.0	0.3	3.660	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	128	32	340	986	0.129	128	40	0.1	0.1	4.192	A
2 - Biggs Lane (S)	307	77	216	1132	0.272	307	251	0.3	0.4	4.362	A
3 - Princess Marina Drive (S)	195	49	351	1083	0.180	195	172	0.2	0.2	4.051	A
4 - Biggs Lane (N)	322	81	58	1246	0.259	322	488	0.3	0.3	3.895	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	156	39	416	944	0.166	156	49	0.1	0.2	4.568	A
2 - Biggs Lane (S)	376	94	265	1104	0.341	376	307	0.4	0.5	4.940	A
3 - Princess Marina Drive (S)	239	60	430	1037	0.230	239	211	0.2	0.3	4.507	A
4 - Biggs Lane (N)	395	99	71	1238	0.319	394	597	0.3	0.5	4.262	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	156	39	417	944	0.166	156	49	0.2	0.2	4.571	A
2 - Biggs Lane (S)	376	94	265	1104	0.341	376	308	0.5	0.5	4.949	A
3 - Princess Marina Drive (S)	239	60	430	1037	0.230	239	211	0.3	0.3	4.512	A
4 - Biggs Lane (N)	395	99	72	1238	0.319	394	598	0.5	0.5	4.266	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	128	32	341	986	0.129	128	40	0.2	0.1	4.198	A
2 - Biggs Lane (S)	307	77	217	1131	0.272	308	252	0.5	0.4	4.373	A
3 - Princess Marina Drive (S)	195	49	352	1083	0.180	195	173	0.3	0.2	4.059	A
4 - Biggs Lane (N)	322	81	59	1246	0.259	323	489	0.5	0.4	3.902	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	107	27	285	1017	0.105	107	34	0.1	0.1	3.959	A
2 - Biggs Lane (S)	257	64	182	1152	0.223	258	211	0.4	0.3	4.027	A
3 - Princess Marina Drive (S)	163	41	295	1116	0.146	164	145	0.2	0.2	3.780	A
4 - Biggs Lane (N)	270	67	49	1251	0.216	270	409	0.4	0.3	3.671	A

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	57	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	219	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	176	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0	0	45	12
2 - Biggs Lane (S)		0	0	34	185
3 - Princess Marina Drive (S)		102	24	0	50
4 - Biggs Lane (N)		27	137	105	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0.00	0.00	0.79	0.2
2 - Biggs Lane (S)		0.00	0.00	0.16	0.8
3 - Princess Marina Drive (S)		0.58	0.14	0.00	0.2
4 - Biggs Lane (N)		0.10	0.51	0.39	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	2
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	1
	4 - Biggs Lane (N)	1	1	1	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.02
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.01
	4 - Biggs Lane (N)	1.010	1.010	1.010	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	16:45-17:00	43	43
	17:00-17:15	51	51
	17:15-17:30	62	63
	17:30-17:45	62	63
	17:45-18:00	51	51
	18:00-18:15	43	43
2 - Biggs Lane (S)	16:45-17:00	165	166
	17:00-17:15	197	199
	17:15-17:30	241	243
	17:30-17:45	241	243
	17:45-18:00	197	199
	18:00-18:15	165	166
3 - Princess Marina Drive (S)	16:45-17:00	132	133
	17:00-17:15	158	158
	17:15-17:30	193	194
	17:30-17:45	193	194
	17:45-18:00	158	158
	18:00-18:15	132	133
4 - Biggs Lane (N)	16:45-17:00	202	204
	17:00-17:15	241	244
	17:15-17:30	295	298
	17:30-17:45	295	298
	17:45-18:00	241	244
	18:00-18:15	202	204

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.06	3.81	0.1	A	52	78
2 - Biggs Lane (S)	0.21	3.94	0.3	A	201	302
3 - Princess Marina Drive (S)	0.17	3.73	0.2	A	161	242
4 - Biggs Lane (N)	0.25	3.99	0.3	A	246	369

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	43	11	199	1060	0.040	43	97	0.0	0.0	3.539	A
2 - Biggs Lane (S)	165	41	121	1187	0.139	164	120	0.0	0.2	3.519	A
3 - Princess Marina Drive (S)	132	33	148	1199	0.110	132	138	0.0	0.1	3.370	A
4 - Biggs Lane (N)	202	51	95	1222	0.165	201	185	0.0	0.2	3.525	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	51	13	239	1038	0.049	51	116	0.0	0.1	3.647	A
2 - Biggs Lane (S)	197	49	145	1173	0.168	197	144	0.2	0.2	3.688	A
3 - Princess Marina Drive (S)	158	39	177	1182	0.133	158	165	0.1	0.2	3.513	A
4 - Biggs Lane (N)	241	60	113	1211	0.199	241	221	0.2	0.2	3.710	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	62	16	292	1008	0.062	62	142	0.1	0.1	3.805	A
2 - Biggs Lane (S)	241	60	178	1154	0.209	241	177	0.2	0.3	3.942	A
3 - Princess Marina Drive (S)	193	48	217	1159	0.167	193	202	0.2	0.2	3.727	A
4 - Biggs Lane (N)	295	74	139	1196	0.247	295	271	0.2	0.3	3.993	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	62	16	292	1008	0.062	62	142	0.1	0.1	3.806	A
2 - Biggs Lane (S)	241	60	178	1154	0.209	241	177	0.3	0.3	3.944	A
3 - Princess Marina Drive (S)	193	48	217	1159	0.167	193	203	0.2	0.2	3.728	A
4 - Biggs Lane (N)	295	74	139	1196	0.247	295	271	0.3	0.3	3.995	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	51	13	239	1038	0.049	51	116	0.1	0.1	3.648	A
2 - Biggs Lane (S)	197	49	146	1173	0.168	197	145	0.3	0.2	3.693	A
3 - Princess Marina Drive (S)	158	39	177	1182	0.133	158	166	0.2	0.2	3.518	A
4 - Biggs Lane (N)	241	60	113	1211	0.199	242	222	0.3	0.2	3.716	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	43	11	200	1059	0.040	43	97	0.1	0.0	3.541	A
2 - Biggs Lane (S)	165	41	122	1186	0.139	165	121	0.2	0.2	3.527	A
3 - Princess Marina Drive (S)	132	33	148	1199	0.110	132	139	0.2	0.1	3.377	A
4 - Biggs Lane (N)	202	51	95	1222	0.165	202	186	0.2	0.2	3.533	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	184	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	347	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	222	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	77	107
	2 - Biggs Lane (S)	0	0	29	318
	3 - Princess Marina Drive (S)	44	30	0	148
	4 - Biggs Lane (N)	9	262	116	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0.00	0.00	0.42	0.5
	2 - Biggs Lane (S)	0.00	0.00	0.08	0.9
	3 - Princess Marina Drive (S)	0.20	0.14	0.00	0.6
	4 - Biggs Lane (N)	0.02	0.68	0.30	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	0
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	0
	4 - Biggs Lane (N)	2	1	0	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.00
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.00
	4 - Biggs Lane (N)	1.020	1.010	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	07:45-08:00	139	139
	08:00-08:15	165	165
	08:15-08:30	203	203
	08:30-08:45	203	203
	08:45-09:00	165	165
	09:00-09:15	139	139
2 - Biggs Lane (S)	07:45-08:00	261	263
	08:00-08:15	312	315
	08:15-08:30	382	385
	08:30-08:45	382	385
	08:45-09:00	312	315
	09:00-09:15	261	263
3 - Princess Marina Drive (S)	07:45-08:00	167	167
	08:00-08:15	200	200
	08:15-08:30	244	244
	08:30-08:45	244	244
	08:45-09:00	200	200
	09:00-09:15	167	167
4 - Biggs Lane (N)	07:45-08:00	292	294
	08:00-08:15	348	351
	08:15-08:30	426	429
	08:30-08:45	426	429
	08:45-09:00	348	351
	09:00-09:15	292	294

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.22	4.98	0.3	A	169	253
2 - Biggs Lane (S)	0.36	5.26	0.6	A	318	477
3 - Princess Marina Drive (S)	0.24	4.67	0.3	A	204	306
4 - Biggs Lane (N)	0.35	4.46	0.5	A	355	533

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	139	35	306	1005	0.138	138	40	0.0	0.2	4.149	A
2 - Biggs Lane (S)	261	65	225	1127	0.232	260	219	0.0	0.3	4.146	A
3 - Princess Marina Drive (S)	167	42	318	1103	0.152	166	166	0.0	0.2	3.843	A
4 - Biggs Lane (N)	292	73	55	1248	0.234	290	429	0.0	0.3	3.754	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	165	41	367	971	0.170	165	47	0.2	0.2	4.464	A
2 - Biggs Lane (S)	312	78	269	1101	0.283	311	263	0.3	0.4	4.555	A
3 - Princess Marina Drive (S)	200	50	381	1065	0.187	199	199	0.2	0.2	4.155	A
4 - Biggs Lane (N)	348	87	66	1242	0.280	348	514	0.3	0.4	4.027	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	203	51	449	926	0.219	202	58	0.2	0.3	4.973	A
2 - Biggs Lane (S)	382	95	330	1067	0.358	381	321	0.4	0.6	5.248	A
3 - Princess Marina Drive (S)	244	61	467	1015	0.241	244	244	0.2	0.3	4.666	A
4 - Biggs Lane (N)	426	107	81	1233	0.346	426	630	0.4	0.5	4.457	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	203	51	450	926	0.219	203	58	0.3	0.3	4.979	A
2 - Biggs Lane (S)	382	95	330	1066	0.358	382	322	0.6	0.6	5.258	A
3 - Princess Marina Drive (S)	244	61	468	1015	0.241	244	244	0.3	0.3	4.672	A
4 - Biggs Lane (N)	426	107	81	1233	0.346	426	631	0.5	0.5	4.462	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	165	41	368	971	0.170	166	48	0.3	0.2	4.473	A
2 - Biggs Lane (S)	312	78	270	1101	0.283	312	263	0.6	0.4	4.570	A
3 - Princess Marina Drive (S)	200	50	383	1065	0.187	200	200	0.3	0.2	4.163	A
4 - Biggs Lane (N)	348	87	67	1241	0.280	349	516	0.5	0.4	4.035	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	139	35	308	1004	0.138	139	40	0.2	0.2	4.160	A
2 - Biggs Lane (S)	261	65	226	1126	0.232	261	220	0.4	0.3	4.164	A
3 - Princess Marina Drive (S)	167	42	320	1101	0.152	167	167	0.2	0.2	3.854	A
4 - Biggs Lane (N)	292	73	56	1248	0.234	292	432	0.4	0.3	3.769	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	65	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	230	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	200	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0	0	53	12
2 - Biggs Lane (S)		0	0	34	196
3 - Princess Marina Drive (S)		115	24	0	61
4 - Biggs Lane (N)		27	144	111	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
1 - Princess Marina Drive (N)		0.00	0.00	0.82	0.1
2 - Biggs Lane (S)		0.00	0.00	0.15	0.8
3 - Princess Marina Drive (S)		0.57	0.12	0.00	0.3
4 - Biggs Lane (N)		0.10	0.51	0.39	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	2
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	1
	4 - Biggs Lane (N)	1	1	1	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.02
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.01
	4 - Biggs Lane (N)	1.010	1.010	1.010	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	16:45-17:00	49	49
	17:00-17:15	58	58
	17:15-17:30	71	72
	17:30-17:45	71	72
	17:45-18:00	58	58
	18:00-18:15	49	49
2 - Biggs Lane (S)	16:45-17:00	173	175
	17:00-17:15	207	209
	17:15-17:30	253	255
	17:30-17:45	253	255
	17:45-18:00	207	209
	18:00-18:15	173	175
3 - Princess Marina Drive (S)	16:45-17:00	151	151
	17:00-17:15	180	181
	17:15-17:30	221	221
	17:30-17:45	221	221
	17:45-18:00	180	181
	18:00-18:15	151	151
4 - Biggs Lane (N)	16:45-17:00	212	214
	17:00-17:15	253	255
	17:15-17:30	310	313
	17:30-17:45	310	313
	17:45-18:00	253	255
	18:00-18:15	212	214

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.07	3.87	0.1	A	59	89
2 - Biggs Lane (S)	0.22	4.04	0.3	A	211	317
3 - Princess Marina Drive (S)	0.19	3.87	0.2	A	184	276
4 - Biggs Lane (N)	0.26	4.10	0.4	A	258	387

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	209	1055	0.046	49	106	0.0	0.0	3.577	A
2 - Biggs Lane (S)	173	43	132	1181	0.147	173	126	0.0	0.2	3.569	A
3 - Princess Marina Drive (S)	151	38	156	1194	0.126	150	148	0.0	0.1	3.446	A
4 - Biggs Lane (N)	212	53	104	1216	0.174	211	202	0.0	0.2	3.576	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	58	15	250	1032	0.056	58	127	0.0	0.1	3.695	A
2 - Biggs Lane (S)	207	52	158	1166	0.177	207	151	0.2	0.2	3.754	A
3 - Princess Marina Drive (S)	180	45	187	1176	0.153	180	178	0.1	0.2	3.613	A
4 - Biggs Lane (N)	253	63	125	1204	0.210	253	242	0.2	0.3	3.781	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	71	18	306	1001	0.071	71	156	0.1	0.1	3.872	A
2 - Biggs Lane (S)	253	63	193	1145	0.221	253	184	0.2	0.3	4.035	A
3 - Princess Marina Drive (S)	221	55	229	1151	0.192	220	218	0.2	0.2	3.865	A
4 - Biggs Lane (N)	310	77	153	1188	0.261	309	296	0.3	0.4	4.092	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	71	18	307	1001	0.071	71	156	0.1	0.1	3.873	A
2 - Biggs Lane (S)	253	63	193	1145	0.221	253	184	0.3	0.3	4.037	A
3 - Princess Marina Drive (S)	221	55	229	1151	0.192	221	218	0.2	0.2	3.867	A
4 - Biggs Lane (N)	310	77	153	1188	0.261	310	296	0.4	0.4	4.097	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	58	15	251	1032	0.056	58	128	0.1	0.1	3.697	A
2 - Biggs Lane (S)	207	52	158	1165	0.177	207	151	0.3	0.2	3.759	A
3 - Princess Marina Drive (S)	180	45	187	1176	0.153	180	178	0.2	0.2	3.619	A
4 - Biggs Lane (N)	253	63	125	1204	0.210	253	242	0.4	0.3	3.788	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	210	1054	0.046	49	107	0.1	0.0	3.579	A
2 - Biggs Lane (S)	173	43	132	1180	0.147	173	126	0.2	0.2	3.578	A
3 - Princess Marina Drive (S)	151	38	157	1194	0.126	151	149	0.2	0.1	3.454	A
4 - Biggs Lane (N)	212	53	105	1216	0.174	212	203	0.3	0.2	3.585	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	183	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	352	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	223	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	77	106
	2 - Biggs Lane (S)	0	0	29	323
	3 - Princess Marina Drive (S)	43	31	0	149
	4 - Biggs Lane (N)	8	263	118	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0.00	0.00	0.42	0.5
	2 - Biggs Lane (S)	0.00	0.00	0.08	0.9
	3 - Princess Marina Drive (S)	0.19	0.14	0.00	0.6
	4 - Biggs Lane (N)	0.02	0.68	0.30	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	0
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	0
	4 - Biggs Lane (N)	3	1	0	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.00
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.00
	4 - Biggs Lane (N)	1.030	1.010	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	07:45-08:00	138	138
	08:00-08:15	165	165
	08:15-08:30	201	201
	08:30-08:45	201	201
	08:45-09:00	165	165
	09:00-09:15	138	138
2 - Biggs Lane (S)	07:45-08:00	265	267
	08:00-08:15	316	319
	08:15-08:30	387	391
	08:30-08:45	387	391
	08:45-09:00	316	319
	09:00-09:15	265	267
3 - Princess Marina Drive (S)	07:45-08:00	168	168
	08:00-08:15	200	200
	08:15-08:30	246	246
	08:30-08:45	246	246
	08:45-09:00	200	200
	09:00-09:15	168	168
4 - Biggs Lane (N)	07:45-08:00	293	295
	08:00-08:15	350	352
	08:15-08:30	428	432
	08:30-08:45	428	432
	08:45-09:00	350	352
	09:00-09:15	293	295

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.22	4.99	0.3	A	168	252
2 - Biggs Lane (S)	0.36	5.31	0.6	A	323	484
3 - Princess Marina Drive (S)	0.24	4.69	0.3	A	205	307
4 - Biggs Lane (N)	0.35	4.48	0.5	A	357	536

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	138	34	309	1003	0.137	137	38	0.0	0.2	4.153	A
2 - Biggs Lane (S)	265	66	226	1126	0.235	264	221	0.0	0.3	4.166	A
3 - Princess Marina Drive (S)	168	42	321	1101	0.153	167	168	0.0	0.2	3.853	A
4 - Biggs Lane (N)	293	73	55	1248	0.235	292	433	0.0	0.3	3.760	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	165	41	370	969	0.170	164	46	0.2	0.2	4.470	A
2 - Biggs Lane (S)	316	79	270	1101	0.287	316	264	0.3	0.4	4.584	A
3 - Princess Marina Drive (S)	200	50	385	1063	0.189	200	201	0.2	0.2	4.169	A
4 - Biggs Lane (N)	350	87	66	1241	0.282	349	519	0.3	0.4	4.036	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	201	50	453	923	0.218	201	56	0.2	0.3	4.982	A
2 - Biggs Lane (S)	387	97	331	1066	0.363	387	324	0.4	0.6	5.293	A
3 - Princess Marina Drive (S)	246	61	471	1013	0.242	245	246	0.2	0.3	4.688	A
4 - Biggs Lane (N)	428	107	81	1233	0.348	428	635	0.4	0.5	4.470	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	201	50	454	923	0.218	201	56	0.3	0.3	4.988	A
2 - Biggs Lane (S)	387	97	331	1066	0.363	387	324	0.6	0.6	5.306	A
3 - Princess Marina Drive (S)	246	61	472	1012	0.243	246	247	0.3	0.3	4.695	A
4 - Biggs Lane (N)	428	107	81	1233	0.348	428	636	0.5	0.5	4.475	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	165	41	371	969	0.170	165	46	0.3	0.2	4.478	A
2 - Biggs Lane (S)	316	79	271	1100	0.287	317	265	0.6	0.4	4.600	A
3 - Princess Marina Drive (S)	200	50	386	1063	0.189	201	202	0.3	0.2	4.178	A
4 - Biggs Lane (N)	350	87	67	1241	0.282	350	520	0.5	0.4	4.044	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	138	34	311	1002	0.137	138	38	0.2	0.2	4.166	A
2 - Biggs Lane (S)	265	66	227	1126	0.235	265	222	0.4	0.3	4.186	A
3 - Princess Marina Drive (S)	168	42	323	1100	0.153	168	169	0.2	0.2	3.865	A
4 - Biggs Lane (N)	293	73	56	1248	0.235	293	436	0.4	0.3	3.775	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Princess Marina Drive (N)		ONE HOUR	✓	65	100.000
2 - Biggs Lane (S)		ONE HOUR	✓	232	100.000
3 - Princess Marina Drive (S)		ONE HOUR	✓	201	100.000
4 - Biggs Lane (N)		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	53	12
	2 - Biggs Lane (S)	0	0	34	198
	3 - Princess Marina Drive (S)	115	24	0	62
	4 - Biggs Lane (N)	27	145	112	0

Proportions

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0.00	0.00	0.82	0.1
	2 - Biggs Lane (S)	0.00	0.00	0.15	0.8
	3 - Princess Marina Drive (S)	0.57	0.12	0.00	0.3
	4 - Biggs Lane (N)	0.09	0.51	0.40	0.0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	0	0	0	2
	2 - Biggs Lane (S)	0	0	0	1
	3 - Princess Marina Drive (S)	0	0	0	1
	4 - Biggs Lane (N)	1	1	1	0

Average PCU Per Veh

From	To				
		1 - Princess Marina Drive (N)	2 - Biggs Lane (S)	3 - Princess Marina Drive (S)	4 - Biggs Lane (N)
	1 - Princess Marina Drive (N)	1.000	1.000	1.000	1.02
	2 - Biggs Lane (S)	1.000	1.000	1.000	1.01
	3 - Princess Marina Drive (S)	1.000	1.000	1.000	1.01
	4 - Biggs Lane (N)	1.010	1.010	1.010	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Princess Marina Drive (N)	16:45-17:00	49	49
	17:00-17:15	58	58
	17:15-17:30	71	72
	17:30-17:45	71	72
	17:45-18:00	58	58
	18:00-18:15	49	49
2 - Biggs Lane (S)	16:45-17:00	175	176
	17:00-17:15	209	210
	17:15-17:30	255	258
	17:30-17:45	255	258
	17:45-18:00	209	210
	18:00-18:15	175	176
3 - Princess Marina Drive (S)	16:45-17:00	152	152
	17:00-17:15	181	182
	17:15-17:30	222	222
	17:30-17:45	222	222
	17:45-18:00	181	182
	18:00-18:15	152	152
4 - Biggs Lane (N)	16:45-17:00	213	215
	17:00-17:15	255	257
	17:15-17:30	312	315
	17:30-17:45	312	315
	17:45-18:00	255	257
	18:00-18:15	213	215

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Princess Marina Drive (N)	0.07	3.88	0.1	A	59	89
2 - Biggs Lane (S)	0.22	4.05	0.3	A	213	319
3 - Princess Marina Drive (S)	0.19	3.88	0.2	A	185	277
4 - Biggs Lane (N)	0.26	4.11	0.4	A	260	390

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	210	1054	0.046	49	106	0.0	0.0	3.580	A
2 - Biggs Lane (S)	175	44	132	1180	0.148	174	126	0.0	0.2	3.576	A
3 - Princess Marina Drive (S)	152	38	157	1193	0.127	151	149	0.0	0.1	3.452	A
4 - Biggs Lane (N)	213	53	104	1216	0.175	212	204	0.0	0.2	3.582	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	58	15	252	1031	0.056	58	127	0.0	0.1	3.699	A
2 - Biggs Lane (S)	209	52	159	1165	0.179	208	151	0.2	0.2	3.763	A
3 - Princess Marina Drive (S)	181	45	188	1175	0.154	181	179	0.1	0.2	3.621	A
4 - Biggs Lane (N)	255	64	125	1204	0.211	254	244	0.2	0.3	3.789	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	71	18	308	1000	0.071	71	156	0.1	0.1	3.877	A
2 - Biggs Lane (S)	255	64	194	1144	0.223	255	185	0.2	0.3	4.048	A
3 - Princess Marina Drive (S)	222	55	231	1150	0.193	221	219	0.2	0.2	3.875	A
4 - Biggs Lane (N)	312	78	153	1188	0.262	311	299	0.3	0.4	4.103	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	71	18	309	1000	0.071	71	156	0.1	0.1	3.878	A
2 - Biggs Lane (S)	255	64	194	1144	0.223	255	186	0.3	0.3	4.050	A
3 - Princess Marina Drive (S)	222	55	231	1150	0.193	222	219	0.2	0.2	3.877	A
4 - Biggs Lane (N)	312	78	153	1188	0.262	312	300	0.4	0.4	4.107	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	58	15	252	1031	0.056	58	128	0.1	0.1	3.704	A
2 - Biggs Lane (S)	209	52	159	1165	0.179	209	152	0.3	0.2	3.769	A
3 - Princess Marina Drive (S)	181	45	189	1175	0.154	181	179	0.2	0.2	3.623	A
4 - Biggs Lane (N)	255	64	125	1204	0.211	255	245	0.4	0.3	3.792	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Princess Marina Drive (N)	49	12	211	1053	0.046	49	107	0.1	0.0	3.582	A
2 - Biggs Lane (S)	175	44	133	1180	0.148	175	127	0.2	0.2	3.584	A
3 - Princess Marina Drive (S)	152	38	158	1193	0.127	152	150	0.2	0.1	3.460	A
4 - Biggs Lane (N)	213	53	105	1216	0.175	213	205	0.3	0.2	3.593	A

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
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Filename: Baston Road Junction.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Picady

Report generation date: 14/04/2026 10:53:32

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2040 | WSTM-SC1 | AM
- »D4 - 2040 | WSTM-SC1 | PM
- »D7 - 2040 | WSTM-SC2 | AM
- »D8 - 2040 | WSTM-SC2 | PM
- »D11 - 2040 | WSTM-SC3a | AM
- »D12 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2026 - Base											
Stream B-C	D1	0.2	7.90	0.17	A	2.43	D2	0.0	6.25	0.02	A	0.35
Stream B-A		0.4	14.19	0.27	B			0.0	8.38	0.04	A	
Stream C-AB		0.9	5.79	0.33	A			0.0	4.77	0.03	A	
	2040 - WSTM-SC1											
Stream B-C	D3	0.3	7.77	0.21	A	3.37	D4	0.0	6.31	0.03	A	1.03
Stream B-A		0.4	12.51	0.31	B			0.1	7.80	0.13	A	
Stream C-AB		0.9	6.29	0.34	A			0.0	5.18	0.03	A	
	2040 - WSTM-SC2											
Stream B-C	D7	0.4	8.95	0.29	A	4.35	D8	0.1	6.57	0.06	A	1.58
Stream B-A		0.7	15.33	0.42	C			0.2	8.66	0.18	A	
Stream C-AB		1.1	6.70	0.39	A			0.2	5.44	0.09	A	
	2040 - WSTM-SC3a											
Stream B-C	D11	0.4	8.95	0.28	A	4.33	D12	0.1	6.57	0.06	A	1.58
Stream B-A		0.7	15.50	0.42	C			0.2	8.68	0.18	A	
Stream C-AB		1.1	6.72	0.39	A			0.2	5.43	0.09	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. Junction LOS and Junction Delay are demand-weighted averages.

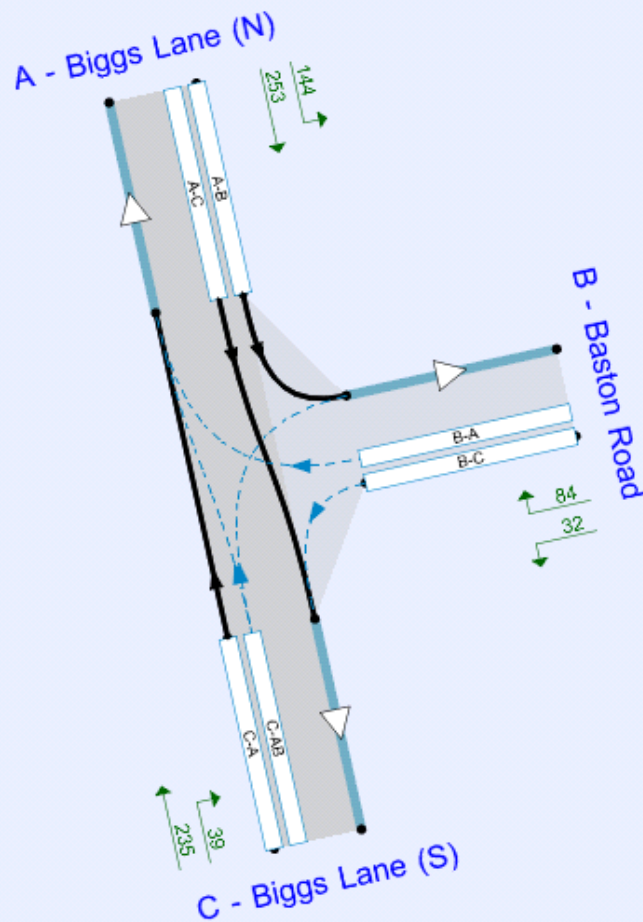
File summary

File Description

Title	
Location	
Site number	
Date	24/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026	Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2040	WSTM-SC1	AM	ONE HOUR	00:00	01:30	15	✓
D4	2040	WSTM-SC1	PM	ONE HOUR	00:00	01:30	15	✓
D7	2040	WSTM-SC2	AM	ONE HOUR	00:00	01:30	15	✓
D8	2040	WSTM-SC2	PM	ONE HOUR	00:00	01:30	15	✓
D11	2040	WSTM-SC3a	AM	ONE HOUR	00:00	01:30	15	✓
D12	2040	WSTM-SC3a	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	Biggs Lane (N)		Major
B	Baston Road		Minor
C	Biggs Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Biggs Lane (S)	8.00			148.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Baston Road	One lane plus flare	10.00	7.30	4.69	4.17	3.66	✓	2.00	205	125

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	640	0.106	0.269	0.169	0.384
B-C	735	0.103	0.260	-	-
C-B	660	0.233	0.233	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	545	100.000
B - Baston Road		ONE HOUR	✓	169	100.000
C - Biggs Lane (S)		ONE HOUR	✓	630	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	67	478
	B - Baston Road	85	0	84
	C - Biggs Lane (S)	525	105	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.12	0.88
	B - Baston Road	0.50	0.00	0.50
	C - Biggs Lane (S)	0.83	0.17	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	0
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.000
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	410	410
	00:15-00:30	490	490
	00:30-00:45	600	600
	00:45-01:00	600	600
	01:00-01:15	490	490
	01:15-01:30	410	410
B - Baston Road	00:00-00:15	127	127
	00:15-00:30	152	152
	00:30-00:45	186	186
	00:45-01:00	186	186
	01:00-01:15	152	152
	01:15-01:30	127	127
C - Biggs Lane (S)	00:00-00:15	474	474
	00:15-00:30	566	566
	00:30-00:45	694	694
	00:45-01:00	694	694
	01:00-01:15	566	566
	01:15-01:30	474	474

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.90	0.2	A	77	116
B-A	0.27	14.19	0.4	B	78	117
C-AB	0.33	5.79	0.9	A	221	332
C-A					357	535
A-B					61	92
A-C					439	658

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	613	0.103	63	0.0	0.1	6.536	A
B-A	64	16	0.00	440	0.145	63	0.0	0.2	9.531	A
C-AB	150	38	0.00	835	0.180	149	0.0	0.4	5.239	A
C-A	324	81	0.00			324				
A-B	50	13	0.00			50				
A-C	360	90	0.00			360				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	587	0.129	75	0.1	0.1	7.035	A
B-A	76	19	0.00	401	0.190	76	0.2	0.2	11.062	B
C-AB	206	52	0.00	875	0.236	205	0.4	0.6	5.386	A
C-A	360	90	0.00			360				
A-B	60	15	0.00			60				
A-C	430	107	0.00			430				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	0.00	548	0.169	92	0.1	0.2	7.890	A
B-A	94	23	0.00	347	0.269	93	0.2	0.4	14.123	B
C-AB	307	77	0.00	932	0.329	305	0.6	0.9	5.766	A
C-A	387	97	0.00			387				
A-B	74	18	0.00			74				
A-C	526	132	0.00			526				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	0.00	548	0.169	92	0.2	0.2	7.903	A
B-A	94	23	0.00	347	0.270	94	0.4	0.4	14.195	B
C-AB	308	77	0.00	933	0.330	308	0.9	0.9	5.794	A
C-A	386	96	0.00			386				
A-B	74	18	0.00			74				
A-C	526	132	0.00			526				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	586	0.129	76	0.2	0.1	7.051	A
B-A	76	19	0.00	401	0.191	77	0.4	0.2	11.131	B
C-AB	207	52	0.00	876	0.236	208	0.9	0.6	5.422	A
C-A	359	90	0.00			359				
A-B	60	15	0.00			60				
A-C	430	107	0.00			430				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	613	0.103	63	0.1	0.1	6.556	A
B-A	64	16	0.00	440	0.145	64	0.2	0.2	9.589	A
C-AB	151	38	0.00	836	0.181	152	0.6	0.4	5.274	A
C-A	323	81	0.00			323				
A-B	50	13	0.00			50				
A-C	360	90	0.00			360				

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	457	100.000
B - Baston Road		ONE HOUR	✓	28	100.000
C - Biggs Lane (S)		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	34	423
	B - Baston Road	18	0	10
	C - Biggs Lane (S)	370	11	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.07	0.93
	B - Baston Road	0.64	0.00	0.36
	C - Biggs Lane (S)	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	0	0	0
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

From	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	1.000	1.000	1.000
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	344	344
	00:15-00:30	411	411
	00:30-00:45	503	503
	00:45-01:00	503	503
	01:00-01:15	411	411
	01:15-01:30	344	344
B - Baston Road	00:00-00:15	21	21
	00:15-00:30	25	25
	00:30-00:45	31	31
	00:45-01:00	31	31
	01:00-01:15	25	25
	01:15-01:30	21	21
C - Biggs Lane (S)	00:00-00:15	287	287
	00:15-00:30	343	343
	00:30-00:45	419	419
	00:45-01:00	419	419
	01:00-01:15	343	343
	01:15-01:30	287	287

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.25	0.0	A	9	14
B-A	0.04	8.38	0.0	A	17	25
C-AB	0.03	4.77	0.0	A	18	27
C-A					332	497
A-B					31	47
A-C					388	582

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	628	0.012	7	0.0	0.0	5.805	A
B-A	14	3	0.00	515	0.026	13	0.0	0.0	7.174	A
C-AB	13	3	0.00	768	0.017	13	0.0	0.0	4.765	A
C-A	274	68	0.00			274				
A-B	26	6	0.00			26				
A-C	318	80	0.00			318				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	610	0.015	9	0.0	0.0	5.985	A
B-A	16	4	0.00	487	0.033	16	0.0	0.0	7.638	A
C-AB	17	4	0.00	792	0.022	17	0.0	0.0	4.642	A
C-A	325	81	0.00			325				
A-B	31	8	0.00			31				
A-C	380	95	0.00			380				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	587	0.019	11	0.0	0.0	6.253	A
B-A	20	5	0.00	449	0.044	20	0.0	0.0	8.382	A
C-AB	24	6	0.00	827	0.029	24	0.0	0.0	4.482	A
C-A	396	99	0.00			396				
A-B	37	9	0.00			37				
A-C	466	116	0.00			466				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	587	0.019	11	0.0	0.0	6.253	A
B-A	20	5	0.00	449	0.044	20	0.0	0.0	8.384	A
C-AB	24	6	0.00	827	0.029	24	0.0	0.0	4.484	A
C-A	396	99	0.00			396				
A-B	37	9	0.00			37				
A-C	466	116	0.00			466				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	610	0.015	9	0.0	0.0	5.986	A
B-A	16	4	0.00	487	0.033	16	0.0	0.0	7.642	A
C-AB	17	4	0.00	792	0.022	17	0.0	0.0	4.645	A
C-A	325	81	0.00			325				
A-B	31	8	0.00			31				
A-C	380	95	0.00			380				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	627	0.012	8	0.0	0.0	5.806	A
B-A	14	3	0.00	515	0.026	14	0.0	0.0	7.177	A
C-AB	13	3	0.00	768	0.017	13	0.0	0.0	4.767	A
C-A	274	68	0.00			274				
A-B	26	6	0.00			26				
A-C	318	80	0.00			318				

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	374	100.000
B - Baston Road		ONE HOUR	✓	231	100.000
C - Biggs Lane (S)		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	129	245
	B - Baston Road	117	0	114
	C - Biggs Lane (S)	418	128	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.34	0.66
	B - Baston Road	0.51	0.00	0.49
	C - Biggs Lane (S)	0.77	0.23	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	1
	C - Biggs Lane (S)	1	1	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.010
	C - Biggs Lane (S)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	282	283
	00:15-00:30	336	338
	00:30-00:45	412	414
	00:45-01:00	412	414
	01:00-01:15	336	338
	01:15-01:30	282	283
B - Baston Road	00:00-00:15	174	175
	00:15-00:30	208	209
	00:30-00:45	254	256
	00:45-01:00	254	256
	01:00-01:15	208	209
	01:15-01:30	174	175
C - Biggs Lane (S)	00:00-00:15	411	415
	00:15-00:30	491	496
	00:30-00:45	601	607
	00:45-01:00	601	607
	01:00-01:15	491	496
	01:15-01:30	411	415

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	7.77	0.3	A	105	157
B-A	0.31	12.51	0.4	B	107	161
C-AB	0.34	6.29	0.9	A	223	335
C-A					278	416
A-B					118	178
A-C					225	337

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	639	0.134	85	0.0	0.2	6.492	A
B-A	88	22	0.00	488	0.180	87	0.0	0.2	8.959	A
C-AB	159	40	0.00	799	0.199	158	0.0	0.4	5.611	A
C-A	252	63	0.00			252				
A-B	97	24	0.00			97				
A-C	184	46	0.00			184				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	619	0.166	102	0.2	0.2	6.963	A
B-A	105	26	0.00	458	0.230	105	0.2	0.3	10.179	B
C-AB	211	53	0.00	830	0.254	211	0.4	0.5	5.818	A
C-A	280	70	0.00			280				
A-B	116	29	0.00			116				
A-C	220	55	0.00			220				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	589	0.213	125	0.2	0.3	7.758	A
B-A	129	32	0.00	417	0.309	128	0.3	0.4	12.452	B
C-AB	299	75	0.00	874	0.342	298	0.5	0.8	6.258	A
C-A	302	75	0.00			302				
A-B	142	36	0.00			142				
A-C	270	67	0.00			270				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	589	0.213	126	0.3	0.3	7.774	A
B-A	129	32	0.00	416	0.309	129	0.4	0.4	12.510	B
C-AB	300	75	0.00	875	0.343	300	0.8	0.9	6.288	A
C-A	301	75	0.00			301				
A-B	142	36	0.00			142				
A-C	270	67	0.00			270				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	619	0.166	103	0.3	0.2	6.980	A
B-A	105	26	0.00	458	0.230	106	0.4	0.3	10.244	B
C-AB	212	53	0.00	831	0.255	213	0.9	0.6	5.853	A
C-A	279	70	0.00			279				
A-B	116	29	0.00			116				
A-C	220	55	0.00			220				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	639	0.134	86	0.2	0.2	6.518	A
B-A	88	22	0.00	488	0.181	88	0.3	0.2	9.023	A
C-AB	160	40	0.00	799	0.200	161	0.6	0.4	5.649	A
C-A	251	63	0.00			251				
A-B	97	24	0.00			97				
A-C	184	46	0.00			184				

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	350	100.000
B - Baston Road		ONE HOUR	✓	79	100.000
C - Biggs Lane (S)		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	96	254
	B - Baston Road	62	0	17
	C - Biggs Lane (S)	234	15	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.27	0.73
	B - Baston Road	0.78	0.00	0.22
	C - Biggs Lane (S)	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	1
	C - Biggs Lane (S)	1	1	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.010
	C - Biggs Lane (S)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	263	265
	00:15-00:30	315	317
	00:30-00:45	385	388
	00:45-01:00	385	388
	01:00-01:15	315	317
	01:15-01:30	263	265
B - Baston Road	00:00-00:15	59	60
	00:15-00:30	71	71
	00:30-00:45	87	87
	00:45-01:00	87	87
	01:00-01:15	71	71
	01:15-01:30	59	60
C - Biggs Lane (S)	00:00-00:15	187	189
	00:15-00:30	224	226
	00:30-00:45	274	277
	00:45-01:00	274	277
	01:00-01:15	224	226
	01:15-01:30	187	189

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	6.31	0.0	A	16	23
B-A	0.13	7.80	0.1	A	57	85
C-AB	0.03	5.18	0.0	A	20	30
C-A					209	313
A-B					88	132
A-C					233	350

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	621	0.021	13	0.0	0.0	5.921	A
B-A	47	12	0.00	576	0.081	46	0.0	0.1	6.791	A
C-AB	15	4	0.00	710	0.021	15	0.0	0.0	5.182	A
C-A	172	43	0.00			172				
A-B	72	18	0.00			72				
A-C	191	48	0.00			191				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	607	0.025	15	0.0	0.0	6.079	A
B-A	56	14	0.00	557	0.100	56	0.1	0.1	7.184	A
C-AB	19	5	0.00	722	0.026	19	0.0	0.0	5.121	A
C-A	205	51	0.00			205				
A-B	86	22	0.00			86				
A-C	228	57	0.00			228				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	589	0.032	19	0.0	0.0	6.314	A
B-A	68	17	0.00	530	0.129	68	0.1	0.1	7.790	A
C-AB	25	6	0.00	740	0.034	25	0.0	0.0	5.038	A
C-A	249	62	0.00			249				
A-B	106	26	0.00			106				
A-C	280	70	0.00			280				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	589	0.032	19	0.0	0.0	6.315	A
B-A	68	17	0.00	530	0.129	68	0.1	0.1	7.795	A
C-AB	25	6	0.00	740	0.034	25	0.0	0.0	5.039	A
C-A	249	62	0.00			249				
A-B	106	26	0.00			106				
A-C	280	70	0.00			280				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	607	0.025	15	0.0	0.0	6.083	A
B-A	56	14	0.00	557	0.100	56	0.1	0.1	7.189	A
C-AB	19	5	0.00	722	0.026	19	0.0	0.0	5.122	A
C-A	205	51	0.00			205				
A-B	86	22	0.00			86				
A-C	228	57	0.00			228				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	621	0.021	13	0.0	0.0	5.925	A
B-A	47	12	0.00	576	0.081	47	0.1	0.1	6.805	A
C-AB	15	4	0.00	710	0.021	15	0.0	0.0	5.183	A
C-A	172	43	0.00			172				
A-B	72	18	0.00			72				
A-C	191	48	0.00			191				

D7 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC2	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	396	100.000
B - Baston Road		ONE HOUR	✓	302	100.000
C - Biggs Lane (S)		ONE HOUR	✓	576	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	155	241
	B - Baston Road	154	0	148
	C - Biggs Lane (S)	432	144	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.39	0.61
	B - Baston Road	0.51	0.00	0.49
	C - Biggs Lane (S)	0.75	0.25	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	298	300
	00:15-00:30	356	358
	00:30-00:45	436	439
	00:45-01:00	436	439
	01:00-01:15	356	358
	01:15-01:30	298	300
B - Baston Road	00:00-00:15	227	227
	00:15-00:30	271	271
	00:30-00:45	333	333
	00:45-01:00	333	333
	01:00-01:15	271	271
	01:15-01:30	227	227
C - Biggs Lane (S)	00:00-00:15	434	437
	00:15-00:30	518	522
	00:30-00:45	634	639
	00:45-01:00	634	639
	01:00-01:15	518	522
	01:15-01:30	434	437

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	8.95	0.4	A	136	204
B-A	0.42	15.33	0.7	C	141	212
C-AB	0.39	6.70	1.1	A	257	385
C-A					272	408
A-B					142	213
A-C					221	332

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	632	0.176	111	0.0	0.2	6.886	A
B-A	116	29	0.00	481	0.241	115	0.0	0.3	9.790	A
C-AB	182	45	0.00	807	0.225	180	0.0	0.4	5.730	A
C-A	252	63	0.00			252				
A-B	117	29	0.00			117				
A-C	181	45	0.00			181				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	607	0.219	133	0.2	0.3	7.580	A
B-A	138	35	0.00	449	0.308	138	0.3	0.4	11.546	B
C-AB	242	60	0.00	839	0.288	241	0.4	0.6	6.024	A
C-A	276	69	0.00			276				
A-B	139	35	0.00			139				
A-C	217	54	0.00			217				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	0.00	566	0.288	162	0.3	0.4	8.906	A
B-A	170	42	0.00	405	0.419	169	0.4	0.7	15.176	C
C-AB	345	86	0.00	885	0.390	343	0.6	1.0	6.658	A
C-A	289	72	0.00			289				
A-B	171	43	0.00			171				
A-C	265	66	0.00			265				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	0.00	565	0.288	163	0.4	0.4	8.948	A
B-A	170	42	0.00	404	0.419	170	0.7	0.7	15.329	C
C-AB	346	86	0.00	886	0.390	346	1.0	1.1	6.701	A
C-A	289	72	0.00			289				
A-B	171	43	0.00			171				
A-C	265	66	0.00			265				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	606	0.219	134	0.4	0.3	7.618	A
B-A	138	35	0.00	449	0.309	139	0.7	0.5	11.681	B
C-AB	243	61	0.00	841	0.289	244	1.1	0.7	6.077	A
C-A	275	69	0.00			275				
A-B	139	35	0.00			139				
A-C	217	54	0.00			217				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	631	0.176	112	0.3	0.2	6.931	A
B-A	116	29	0.00	481	0.241	116	0.5	0.3	9.902	A
C-AB	183	46	0.00	808	0.226	183	0.7	0.4	5.781	A
C-A	251	63	0.00			251				
A-B	117	29	0.00			117				
A-C	181	45	0.00			181				

D8 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC2	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	395	100.000
B - Baston Road		ONE HOUR	✓	116	100.000
C - Biggs Lane (S)		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	143	252
	B - Baston Road	84	0	32
	C - Biggs Lane (S)	233	39	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.36	0.64
	B - Baston Road	0.72	0.00	0.28
	C - Biggs Lane (S)	0.86	0.14	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	1
	C - Biggs Lane (S)	1	1	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.010
	C - Biggs Lane (S)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	297	299
	00:15-00:30	355	357
	00:30-00:45	435	438
	00:45-01:00	435	438
	01:00-01:15	355	357
	01:15-01:30	297	299
B - Baston Road	00:00-00:15	87	88
	00:15-00:30	104	105
	00:30-00:45	128	128
	00:45-01:00	128	128
	01:00-01:15	104	105
	01:15-01:30	87	88
C - Biggs Lane (S)	00:00-00:15	205	207
	00:15-00:30	245	247
	00:30-00:45	299	302
	00:45-01:00	299	302
	01:00-01:15	245	247
	01:15-01:30	205	207

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	6.57	0.1	A	29	44
B-A	0.18	8.66	0.2	A	77	116
C-AB	0.09	5.44	0.2	A	52	78
C-A					198	297
A-B					131	197
A-C					231	347

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	620	0.039	24	0.0	0.0	6.033	A
B-A	63	16	0.00	559	0.113	63	0.0	0.1	7.250	A
C-AB	39	10	0.00	702	0.056	39	0.0	0.1	5.427	A
C-A	166	41	0.00			166				
A-B	108	27	0.00			108				
A-C	190	47	0.00			190				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	605	0.048	29	0.0	0.0	6.246	A
B-A	76	19	0.00	538	0.140	75	0.1	0.2	7.787	A
C-AB	50	12	0.00	713	0.070	50	0.1	0.1	5.426	A
C-A	195	49	0.00			195				
A-B	129	32	0.00			129				
A-C	227	57	0.00			227				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	583	0.060	35	0.0	0.1	6.567	A
B-A	92	23	0.00	508	0.182	92	0.2	0.2	8.649	A
C-AB	66	17	0.00	729	0.091	66	0.1	0.2	5.433	A
C-A	233	58	0.00			233				
A-B	157	39	0.00			157				
A-C	277	69	0.00			277				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	583	0.060	35	0.1	0.1	6.568	A
B-A	92	23	0.00	508	0.182	92	0.2	0.2	8.659	A
C-AB	66	17	0.00	729	0.091	66	0.2	0.2	5.436	A
C-A	233	58	0.00			233				
A-B	157	39	0.00			157				
A-C	277	69	0.00			277				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	605	0.048	29	0.1	0.1	6.249	A
B-A	76	19	0.00	537	0.141	76	0.2	0.2	7.800	A
C-AB	50	12	0.00	713	0.070	50	0.2	0.1	5.431	A
C-A	195	49	0.00			195				
A-B	129	32	0.00			129				
A-C	227	57	0.00			227				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	620	0.039	24	0.1	0.0	6.041	A
B-A	63	16	0.00	559	0.113	63	0.2	0.1	7.273	A
C-AB	39	10	0.00	702	0.056	39	0.1	0.1	5.433	A
C-A	166	41	0.00			166				
A-B	108	27	0.00			108				
A-C	190	47	0.00			190				

D11 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2040	WSTM-SC3a	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	404	100.000
B - Baston Road		ONE HOUR	✓	299	100.000
C - Biggs Lane (S)		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	0	156	248
	B - Baston Road	154	0	145
	C - Biggs Lane (S)	437	144	0

Proportions

	To			
From		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	0.00	0.39	0.61
	B - Baston Road	0.52	0.00	0.48
	C - Biggs Lane (S)	0.75	0.25	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
From		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	304	306
	00:15-00:30	363	365
	00:30-00:45	445	448
	00:45-01:00	445	448
	01:00-01:15	363	365
	01:15-01:30	304	306
B - Baston Road	00:00-00:15	225	225
	00:15-00:30	269	269
	00:30-00:45	329	329
	00:45-01:00	329	329
	01:00-01:15	269	269
	01:15-01:30	225	225
C - Biggs Lane (S)	00:00-00:15	437	441
	00:15-00:30	522	526
	00:30-00:45	640	645
	00:45-01:00	640	645
	01:00-01:15	522	526
	01:15-01:30	437	441

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	8.95	0.4	A	133	200
B-A	0.42	15.50	0.7	C	141	212
C-AB	0.39	6.72	1.1	A	259	388
C-A					274	411
A-B					143	215
A-C					228	341

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	630	0.173	108	0.0	0.2	6.885	A
B-A	116	29	0.00	480	0.242	115	0.0	0.3	9.835	A
C-AB	183	46	0.00	809	0.226	181	0.0	0.4	5.729	A
C-A	255	64	0.00			255				
A-B	117	29	0.00			117				
A-C	187	47	0.00			187				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	605	0.215	130	0.2	0.3	7.578	A
B-A	138	35	0.00	447	0.310	138	0.3	0.4	11.622	B
C-AB	244	61	0.00	841	0.290	243	0.4	0.6	6.029	A
C-A	278	70	0.00			278				
A-B	140	35	0.00			140				
A-C	223	56	0.00			223				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	563	0.284	159	0.3	0.4	8.905	A
B-A	170	42	0.00	402	0.422	168	0.4	0.7	15.343	C
C-AB	348	87	0.00	887	0.393	347	0.6	1.1	6.675	A
C-A	291	73	0.00			291				
A-B	172	43	0.00			172				
A-C	273	68	0.00			273				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	562	0.284	160	0.4	0.4	8.946	A
B-A	170	42	0.00	402	0.422	170	0.7	0.7	15.502	C
C-AB	349	87	0.00	888	0.393	349	1.1	1.1	6.722	A
C-A	290	73	0.00			290				
A-B	172	43	0.00			172				
A-C	273	68	0.00			273				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	604	0.216	131	0.4	0.3	7.615	A
B-A	138	35	0.00	447	0.310	139	0.7	0.5	11.760	B
C-AB	245	61	0.00	842	0.291	247	1.1	0.7	6.084	A
C-A	277	69	0.00			277				
A-B	140	35	0.00			140				
A-C	223	56	0.00			223				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	629	0.173	109	0.3	0.2	6.929	A
B-A	116	29	0.00	479	0.242	116	0.5	0.3	9.948	A
C-AB	184	46	0.00	810	0.227	185	0.7	0.5	5.783	A
C-A	254	63	0.00			254				
A-B	117	29	0.00			117				
A-C	187	47	0.00			187				

D12 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2040	WSTM-SC3a	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Biggs Lane (N)		ONE HOUR	✓	397	100.000
B - Baston Road		ONE HOUR	✓	116	100.000
C - Biggs Lane (S)		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	144	253
	B - Baston Road	84	0	32
	C - Biggs Lane (S)	235	39	0

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.36	0.64
	B - Baston Road	0.72	0.00	0.28
	C - Biggs Lane (S)	0.86	0.14	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	1
	C - Biggs Lane (S)	1	1	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.010
	C - Biggs Lane (S)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Biggs Lane (N)	00:00-00:15	299	301
	00:15-00:30	357	359
	00:30-00:45	437	440
	00:45-01:00	437	440
	01:00-01:15	357	359
	01:15-01:30	299	301
B - Baston Road	00:00-00:15	87	88
	00:15-00:30	104	105
	00:30-00:45	128	128
	00:45-01:00	128	128
	01:00-01:15	104	105
	01:15-01:30	87	88
C - Biggs Lane (S)	00:00-00:15	206	208
	00:15-00:30	246	249
	00:30-00:45	302	305
	00:45-01:00	302	305
	01:00-01:15	246	249
	01:15-01:30	206	208

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	6.57	0.1	A	29	44
B-A	0.18	8.68	0.2	A	77	116
C-AB	0.09	5.43	0.2	A	52	78
C-A					199	299
A-B					132	198
A-C					232	348

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	620	0.039	24	0.0	0.0	6.036	A
B-A	63	16	0.00	558	0.113	63	0.0	0.1	7.258	A
C-AB	39	10	0.00	703	0.056	39	0.0	0.1	5.422	A
C-A	167	42	0.00			167				
A-B	108	27	0.00			108				
A-C	190	48	0.00			190				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	605	0.048	29	0.0	0.0	6.250	A
B-A	76	19	0.00	537	0.141	75	0.1	0.2	7.798	A
C-AB	50	12	0.00	714	0.070	50	0.1	0.1	5.423	A
C-A	196	49	0.00			196				
A-B	129	32	0.00			129				
A-C	227	57	0.00			227				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	583	0.060	35	0.0	0.1	6.572	A
B-A	92	23	0.00	507	0.182	92	0.2	0.2	8.667	A
C-AB	67	17	0.00	730	0.091	66	0.1	0.2	5.424	A
C-A	235	59	0.00			235				
A-B	159	40	0.00			159				
A-C	279	70	0.00			279				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	583	0.060	35	0.1	0.1	6.573	A
B-A	92	23	0.00	507	0.182	92	0.2	0.2	8.676	A
C-AB	67	17	0.00	730	0.091	67	0.2	0.2	5.427	A
C-A	235	59	0.00			235				
A-B	159	40	0.00			159				
A-C	279	70	0.00			279				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	605	0.048	29	0.1	0.1	6.255	A
B-A	76	19	0.00	537	0.141	76	0.2	0.2	7.811	A
C-AB	50	12	0.00	714	0.070	50	0.2	0.1	5.427	A
C-A	196	49	0.00			196				
A-B	129	32	0.00			129				
A-C	227	57	0.00			227				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	620	0.039	24	0.1	0.0	6.042	A
B-A	63	16	0.00	558	0.113	63	0.2	0.1	7.278	A
C-AB	39	10	0.00	703	0.056	39	0.1	0.1	5.431	A
C-A	167	42	0.00			167				
A-B	108	27	0.00			108				
A-C	190	48	0.00			190				

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Baston Road Junction - Direct.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Picady

Report generation date: 24/07/2026 12:01:29

»D1 - 2026 | Base | AM
 »D2 - 2026 | Base | PM
 »D3 - 2040 | WSTM-SC1 | AM
 »D4 - 2040 | WSTM-SC1 | PM
 »D7 - 2040 | WSTM-SC2 | AM
 »D8 - 2040 | WSTM-SC2 | PM
 »D11 - 2040 | WSTM-SC3a | AM
 »D12 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2026 - Base											
Stream B-C	D1	3.3	54.83	0.82	F	15.21	D2	0.0	6.43	0.03	A	0.56
Stream B-A		5.0	102.38	0.95	F			0.1	13.88	0.09	B	
Stream C-AB		11.6	32.26	0.92	D			0.1	5.81	0.06	A	
	2040 - WSTM-SC1											
Stream B-C	D3	11.8	112.26	1.12	F	31.18	D4	0.1	6.63	0.05	A	1.65
Stream B-A		9.9	126.46	1.11	F			0.3	12.68	0.25	B	
Stream C-AB		13.0	41.32	0.96	E			0.1	6.68	0.07	A	
	2040 - WSTM-SC2											
Stream B-C	D7	34.4	274.94	1.60	F	78.59	D8	0.1	7.23	0.09	A	2.83
Stream B-A		28.0	278.98	1.59	F			0.6	16.10	0.37	C	
Stream C-AB		26.7	78.39	1.08	F			0.3	7.55	0.18	A	
	2040 - WSTM-SC3a											
Stream B-C	D11	34.1	279.89	1.61	F	79.12	D12	0.1	7.25	0.09	A	2.82
Stream B-A		28.4	283.39	1.60	F			0.6	16.23	0.38	C	
Stream C-AB		28.0	81.30	1.09	F			0.3	7.53	0.18	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. Junction LOS and Junction Delay are demand-weighted averages.

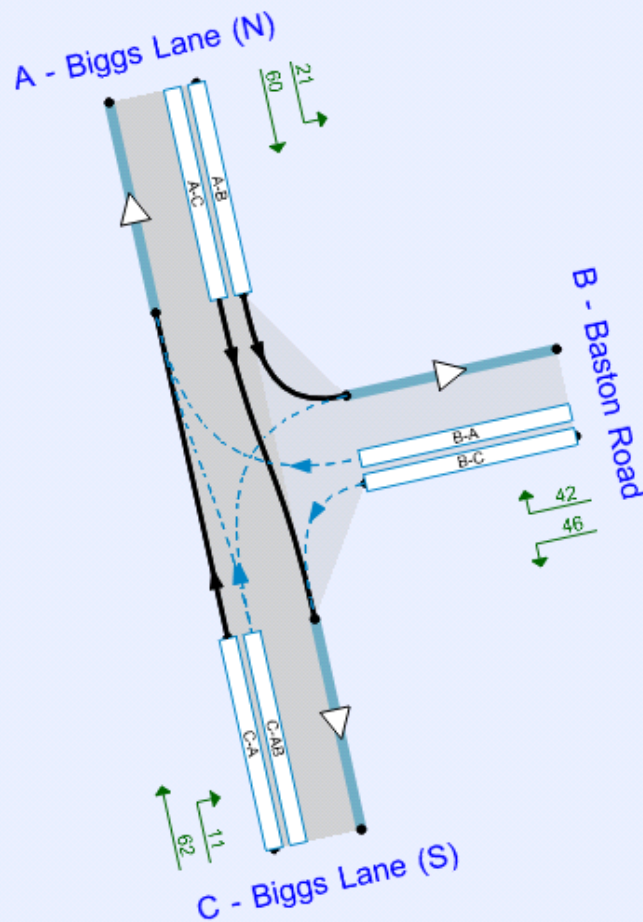
File summary

File Description

Title	
Location	
Site number	
Date	24/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
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	Veh	Veh	perTimeSegment	s	-Min	perMin



Flows show original traffic demand (Veh/TS)
Streams (downstream end) show RFC ()

Time Segment: 08:45-09:00

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75				✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	DIRECT	07:45	09:15	90	15	✓
D2	2026	Base	PM	DIRECT	16:45	18:15	90	15	✓
D3	2040	WSTM-SC1	AM	DIRECT	07:45	09:15	90	15	✓
D4	2040	WSTM-SC1	PM	DIRECT	16:45	18:15	90	15	✓
D7	2040	WSTM-SC2	AM	DIRECT	07:45	09:15	90	15	✓
D8	2040	WSTM-SC2	PM	DIRECT	16:45	18:15	90	15	✓
D11	2040	WSTM-SC3a	AM	DIRECT	07:45	09:15	90	15	✓
D12	2040	WSTM-SC3a	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	15.21	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.21	C

Arms

Arms

Arm	Name	Description	Arm type
A	Biggs Lane (N)		Major
B	Baston Road		Minor
C	Biggs Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Biggs Lane (S)	8.00			148.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Baston Road	One lane plus flare	10.00	7.30	4.69	4.17	3.66	✓	2.00	205	125

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
2	B-A	✓		-39.00
3	C-B	✓		-37.00

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	124.021	0.108	0.274	0.172	0.392
B-C	180.232	0.101	0.255	-	-
C-B	127.964	0.233	0.233	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	7.00	92.00
	B - Baston Road	6.00	0.00	4.00
	C - Biggs Lane (S)	135.00	7.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	0.07	0.93
	B - Baston Road	0.60	0.00	0.40
	C - Biggs Lane (S)	0.95	0.05	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	15.00	115.00
	B - Baston Road	15.00	0.00	6.00
	C - Biggs Lane (S)	152.00	13.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	0.12	0.88
	B - Baston Road	0.71	0.00	0.29
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	20.00	150.00
	B - Baston Road	8.00	0.00	2.00
	C - Biggs Lane (S)	152.00	22.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	0.12	0.88
	B - Baston Road	0.80	0.00	0.20
	C - Biggs Lane (S)	0.87	0.13	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	23.00	95.00
	B - Baston Road	39.00	0.00	50.00
	C - Biggs Lane (S)	146.00	62.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	0.19	0.81
	B - Baston Road	0.44	0.00	0.56
	C - Biggs Lane (S)	0.70	0.30	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	9.00	118.00
	B - Baston Road	23.00	0.00	26.00
	C - Biggs Lane (S)	75.00	8.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From				
	A - Biggs Lane (N)	0.00	0.07	0.93
	B - Baston Road	0.47	0.00	0.53
	C - Biggs Lane (S)	0.90	0.10	0.00

Demand (Veh/TS)

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	76.00
	B - Baston Road	6.00	0.00	7.00
	C - Biggs Lane (S)	68.00	2.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	1.00
	B - Baston Road	0.46	0.00	0.54
	C - Biggs Lane (S)	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:45 -
08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	7
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.070
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:00 -
08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	0
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.000
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Heavy Vehicle %

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Heavy Vehicle %

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	0
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.000
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	1
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.010
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	07:45-08:00	99.00	105.44
	08:00-08:15	130.00	130.00
	08:15-08:30	170.00	171.50
	08:30-08:45	118.00	118.95
	08:45-09:00	127.00	127.00
	09:00-09:15	76.00	76.76
B - Baston Road	07:45-08:00	10.00	10.00
	08:00-08:15	21.00	21.00
	08:15-08:30	10.00	10.00
	08:30-08:45	89.00	89.00
	08:45-09:00	49.00	49.00
	09:00-09:15	13.00	13.00
C - Biggs Lane (S)	07:45-08:00	142.00	143.35
	08:00-08:15	165.00	166.52
	08:15-08:30	174.00	174.00
	08:30-08:45	208.00	208.00
	08:45-09:00	83.00	83.75
	09:00-09:15	70.00	70.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.82	54.83	3.3	F	15.83	95.00
B-A	0.95	102.38	5.0	F	16.17	97.00
C-AB	0.92	32.26	11.6	D	60.59	363.56
C-A					79.74	478.44
A-B					12.33	74.00
A-C					107.67	646.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	151.11	0.026	3.97	0.0	0.0	6.117	A
B-A	6.00	6.00	0.00	70.03	0.086	5.91	0.0	0.1	14.016	B
C-AB	20.12	20.12	0.00	207.04	0.097	19.92	0.0	0.2	4.810	A
C-A	121.88	121.88	0.00			121.88				
A-B	7.00	7.00	0.00			7.00				
A-C	92.00	92.00	0.00			92.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	136.55	0.044	5.98	0.0	0.0	6.892	A
B-A	15.00	15.00	0.00	61.45	0.244	14.78	0.1	0.3	19.195	C
C-AB	43.90	43.90	0.00	216.42	0.203	43.43	0.2	0.7	5.213	A
C-A	121.10	121.10	0.00			121.10				
A-B	15.00	15.00	0.00			15.00				
A-C	115.00	115.00	0.00			115.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	128.05	0.016	2.03	0.0	0.0	7.142	A
B-A	8.00	8.00	0.00	48.66	0.164	8.11	0.3	0.2	22.255	C
C-AB	80.04	80.04	0.00	210.60	0.380	79.24	0.7	1.5	6.927	A
C-A	93.96	93.96	0.00			93.96				
A-B	20.00	20.00	0.00			20.00				
A-C	150.00	150.00	0.00			150.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	0.00	61.01	0.820	46.74	0.0	3.3	54.827	F
B-A	39.00	39.00	0.00	40.89	0.954	34.22	0.2	5.0	102.384	F
C-AB	197.07	197.07	0.00	214.52	0.919	186.96	1.5	11.6	32.262	D
C-A	10.93	10.93	0.00			10.93				
A-B	23.00	23.00	0.00			23.00				
A-C	95.00	95.00	0.00			95.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26.00	26.00	0.00	134.64	0.193	29.03	3.3	0.2	8.761	A
B-A	23.00	23.00	0.00	69.13	0.333	27.46	5.0	0.5	23.791	C
C-AB	18.91	18.91	0.00	163.14	0.116	30.24	11.6	0.2	7.360	A
C-A	64.09	64.09	0.00			64.09				
A-B	9.00	9.00	0.00			9.00				
A-C	118.00	118.00	0.00			118.00				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	161.68	0.043	7.20	0.2	0.0	5.834	A
B-A	6.00	6.00	0.00	87.23	0.069	6.44	0.5	0.1	11.197	B
C-AB	3.53	3.53	0.00	161.46	0.022	3.75	0.2	0.0	5.742	A
C-A	66.47	66.47	0.00			66.47				
A-B	0.00	0.00	0.00			0.00				
A-C	76.00	76.00	0.00			76.00				

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Base	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	2.00	91.00
	B - Baston Road	2.00	0.00	5.00
	C - Biggs Lane (S)	83.00	5.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.02	0.98
	B - Baston Road	0.29	0.00	0.71
	C - Biggs Lane (S)	0.94	0.06	0.00

Demand (Veh/TS)

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	5.00	106.00
	B - Baston Road	3.00	0.00	4.00
	C - Biggs Lane (S)	126.00	3.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.05	0.95
	B - Baston Road	0.43	0.00	0.57
	C - Biggs Lane (S)	0.98	0.02	0.00

Demand (Veh/TS)

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	9.00	111.00
	B - Baston Road	4.00	0.00	2.00
	C - Biggs Lane (S)	76.00	1.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.08	0.93
	B - Baston Road	0.67	0.00	0.33
	C - Biggs Lane (S)	0.99	0.01	0.00

Demand (Veh/TS)

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	5.00	91.00
	B - Baston Road	4.00	0.00	1.00
	C - Biggs Lane (S)	87.00	4.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.05	0.95
	B - Baston Road	0.80	0.00	0.20
	C - Biggs Lane (S)	0.96	0.04	0.00

Demand (Veh/TS)

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	15.00	115.00
	B - Baston Road	7.00	0.00	3.00
	C - Biggs Lane (S)	81.00	3.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.12	0.88
	B - Baston Road	0.70	0.00	0.30
	C - Biggs Lane (S)	0.96	0.04	0.00

Demand (Veh/TS)

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	11.00	87.00
	B - Baston Road	7.00	0.00	1.00
	C - Biggs Lane (S)	80.00	2.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.11	0.89
	B - Baston Road	0.88	0.00	0.13
	C - Biggs Lane (S)	0.98	0.02	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	0	0
	B - Baston Road	0	0	0
	C - Biggs Lane (S)	0	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.000	1.000
	B - Baston Road	1.000	1.000	1.000
	C - Biggs Lane (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	16:45-17:00	93.00	93.00
	17:00-17:15	111.00	111.00
	17:15-17:30	120.00	120.00
	17:30-17:45	96.00	96.00
	17:45-18:00	130.00	130.00
	18:00-18:15	98.00	98.00
B - Baston Road	16:45-17:00	7.00	7.00
	17:00-17:15	7.00	7.00
	17:15-17:30	6.00	6.00
	17:30-17:45	5.00	5.00
	17:45-18:00	10.00	10.00
	18:00-18:15	8.00	8.00
C - Biggs Lane (S)	16:45-17:00	88.00	88.00
	17:00-17:15	129.00	129.00
	17:15-17:30	77.00	77.00
	17:30-17:45	91.00	91.00
	17:45-18:00	84.00	84.00
	18:00-18:15	82.00	82.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.03	6.43	0.0	A	2.67	16.00
B-A	0.09	13.88	0.1	B	4.50	27.00
C-AB	0.06	5.81	0.1	A	6.33	37.99
C-A					85.50	513.01
A-B					7.83	47.00
A-C					100.17	601.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	165.67	0.030	4.97	0.0	0.0	5.600	A
B-A	2.00	2.00	0.00	75.17	0.027	1.97	0.0	0.0	12.291	B
C-AB	9.79	9.79	0.00	169.66	0.058	9.70	0.0	0.1	5.626	A
C-A	78.21	78.21	0.00			78.21				
A-B	2.00	2.00	0.00			2.00				
A-C	91.00	91.00	0.00			91.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	156.21	0.026	4.00	0.0	0.0	5.912	A
B-A	3.00	3.00	0.00	67.83	0.044	2.98	0.0	0.0	13.876	B
C-AB	8.23	8.23	0.00	199.51	0.041	8.26	0.1	0.1	4.708	A
C-A	120.77	120.77	0.00			120.77				
A-B	5.00	5.00	0.00			5.00				
A-C	106.00	106.00	0.00			106.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	147.13	0.014	2.01	0.0	0.0	6.204	A
B-A	4.00	4.00	0.00	80.63	0.050	3.99	0.0	0.1	11.743	B
C-AB	1.93	1.93	0.00	159.10	0.012	1.98	0.1	0.0	5.731	A
C-A	75.07	75.07	0.00			75.07				
A-B	9.00	9.00	0.00			9.00				
A-C	111.00	111.00	0.00			111.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	0.00	148.45	0.007	1.01	0.0	0.0	6.103	A
B-A	4.00	4.00	0.00	86.66	0.046	4.00	0.1	0.0	10.890	B
C-AB	8.09	8.09	0.00	172.15	0.047	8.04	0.0	0.1	5.483	A
C-A	82.91	82.91	0.00			82.91				
A-B	5.00	5.00	0.00			5.00				
A-C	91.00	91.00	0.00			91.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	143.03	0.021	2.99	0.0	0.0	6.426	A
B-A	7.00	7.00	0.00	77.96	0.090	6.95	0.0	0.1	12.666	B
C-AB	6.07	6.07	0.00	161.08	0.038	6.09	0.1	0.1	5.810	A
C-A	77.93	77.93	0.00			77.93				
A-B	15.00	15.00	0.00			15.00				
A-C	115.00	115.00	0.00			115.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	0.00	145.35	0.007	1.01	0.0	0.0	6.237	A
B-A	7.00	7.00	0.00	90.96	0.077	7.01	0.1	0.1	10.722	B
C-AB	3.88	3.88	0.00	166.43	0.023	3.90	0.1	0.0	5.540	A
C-A	78.12	78.12	0.00			78.12				
A-B	11.00	11.00	0.00			11.00				
A-C	87.00	87.00	0.00			87.00				

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	31.18	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.18	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	13.00	48.00
	B - Baston Road	8.00	0.00	5.00
	C - Biggs Lane (S)	107.00	9.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.21	0.79
	B - Baston Road	0.62	0.00	0.38
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	29.00	59.00
	B - Baston Road	21.00	0.00	8.00
	C - Biggs Lane (S)	121.00	16.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.33	0.67
	B - Baston Road	0.72	0.00	0.28
	C - Biggs Lane (S)	0.88	0.12	0.00

Demand (Veh/TS)

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	38.00	78.00
	B - Baston Road	11.00	0.00	3.00
	C - Biggs Lane (S)	121.00	27.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.33	0.67
	B - Baston Road	0.79	0.00	0.21
	C - Biggs Lane (S)	0.82	0.18	0.00

Demand (Veh/TS)

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	44.00	49.00
	B - Baston Road	54.00	0.00	68.00
	C - Biggs Lane (S)	116.00	75.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.47	0.53
	B - Baston Road	0.44	0.00	0.56
	C - Biggs Lane (S)	0.61	0.39	0.00

Demand (Veh/TS)

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	17.00	61.00
	B - Baston Road	32.00	0.00	35.00
	C - Biggs Lane (S)	60.00	10.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.22	0.78
	B - Baston Road	0.48	0.00	0.52
	C - Biggs Lane (S)	0.86	0.14	0.00

Demand (Veh/TS)

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	39.00
	B - Baston Road	8.00	0.00	9.00
	C - Biggs Lane (S)	54.00	2.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	1.00
	B - Baston Road	0.47	0.00	0.53
	C - Biggs Lane (S)	0.96	0.04	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:45 -
08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:00 -
08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	07:45-08:00	61.00	61.61
	08:00-08:15	88.00	88.88
	08:15-08:30	116.00	117.16
	08:30-08:45	93.00	93.93
	08:45-09:00	78.00	78.78
	09:00-09:15	39.00	39.39
B - Baston Road	07:45-08:00	13.00	13.08
	08:00-08:15	29.00	29.21
	08:15-08:30	14.00	14.11
	08:30-08:45	122.00	122.54
	08:45-09:00	67.00	67.32
	09:00-09:15	17.00	17.08
C - Biggs Lane (S)	07:45-08:00	116.00	117.07
	08:00-08:15	137.00	138.21
	08:15-08:30	148.00	149.21
	08:30-08:45	191.00	192.16
	08:45-09:00	70.00	70.60
	09:00-09:15	56.00	56.54

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	1.12	112.26	11.8	F	21.33	128.00
B-A	1.11	126.46	9.9	F	22.33	134.00
C-AB	0.96	41.32	13.0	E	57.14	342.82
C-A					62.53	375.18
A-B					23.50	141.00
A-C					55.67	334.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	162.11	0.031	4.97	0.0	0.0	5.725	A
B-A	8.00	8.00	0.00	86.72	0.092	7.90	0.0	0.1	11.405	B
C-AB	20.16	20.16	0.00	193.30	0.104	19.94	0.0	0.2	5.191	A
C-A	95.84	95.84	0.00			95.84				
A-B	13.00	13.00	0.00			13.00				
A-C	48.00	48.00	0.00			48.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	146.81	0.054	7.97	0.0	0.1	6.482	A
B-A	21.00	21.00	0.00	79.17	0.265	20.75	0.1	0.4	15.340	C
C-AB	40.95	40.95	0.00	199.19	0.206	40.62	0.2	0.6	5.683	A
C-A	96.05	96.05	0.00			96.05				
A-B	29.00	29.00	0.00			29.00				
A-C	59.00	59.00	0.00			59.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	144.07	0.021	3.04	0.1	0.0	6.382	A
B-A	11.00	11.00	0.00	69.66	0.158	11.16	0.4	0.2	15.426	C
C-AB	71.98	71.98	0.00	194.55	0.370	71.39	0.6	1.1	7.338	A
C-A	76.02	76.02	0.00			76.02				
A-B	38.00	38.00	0.00			38.00				
A-C	78.00	78.00	0.00			78.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68.00	68.00	0.00	60.97	1.115	56.23	0.0	11.8	112.264	F
B-A	54.00	54.00	0.00	48.58	1.112	44.28	0.2	9.9	126.464	F
C-AB	186.80	186.80	0.00	194.97	0.958	174.92	1.1	13.0	41.325	E
C-A	4.20	4.20	0.00			4.20				
A-B	44.00	44.00	0.00			44.00				
A-C	49.00	49.00	0.00			49.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35.00	35.00	0.00	139.52	0.251	46.46	11.8	0.3	10.934	B
B-A	32.00	32.00	0.00	82.63	0.387	41.26	9.9	0.7	26.704	D
C-AB	19.83	19.83	0.00	160.51	0.124	32.64	13.0	0.2	7.804	A
C-A	50.17	50.17	0.00			50.17				
A-B	17.00	17.00	0.00			17.00				
A-C	61.00	61.00	0.00			61.00				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	170.37	0.053	9.28	0.3	0.1	5.596	A
B-A	8.00	8.00	0.00	98.78	0.081	8.57	0.7	0.1	10.036	B
C-AB	3.09	3.09	0.00	158.42	0.020	3.29	0.2	0.0	5.817	A
C-A	52.91	52.91	0.00			52.91				
A-B	0.00	0.00	0.00			0.00				
A-C	39.00	39.00	0.00			39.00				

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	6.00	55.00
	B - Baston Road	7.00	0.00	8.00
	C - Biggs Lane (S)	53.00	7.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.10	0.90
	B - Baston Road	0.47	0.00	0.53
	C - Biggs Lane (S)	0.88	0.12	0.00

Demand (Veh/TS)

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	14.00	64.00
	B - Baston Road	10.00	0.00	7.00
	C - Biggs Lane (S)	80.00	4.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.18	0.82
	B - Baston Road	0.59	0.00	0.41
	C - Biggs Lane (S)	0.95	0.05	0.00

Demand (Veh/TS)

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	25.00	67.00
	B - Baston Road	14.00	0.00	3.00
	C - Biggs Lane (S)	48.00	1.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.27	0.73
	B - Baston Road	0.82	0.00	0.18
	C - Biggs Lane (S)	0.98	0.02	0.00

Demand (Veh/TS)

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	14.00	55.00
	B - Baston Road	14.00	0.00	2.00
	C - Biggs Lane (S)	55.00	5.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.20	0.80
	B - Baston Road	0.88	0.00	0.13
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	42.00	69.00
	B - Baston Road	24.00	0.00	5.00
	C - Biggs Lane (S)	51.00	4.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.38	0.62
	B - Baston Road	0.83	0.00	0.17
	C - Biggs Lane (S)	0.93	0.07	0.00

Demand (Veh/TS)

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	31.00	52.00
	B - Baston Road	24.00	0.00	2.00
	C - Biggs Lane (S)	51.00	3.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.37	0.63
	B - Baston Road	0.92	0.00	0.08
	C - Biggs Lane (S)	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	16:45-17:00	61.00	61.61
	17:00-17:15	78.00	78.78
	17:15-17:30	92.00	92.92
	17:30-17:45	69.00	69.69
	17:45-18:00	111.00	112.11
	18:00-18:15	83.00	83.83
B - Baston Road	16:45-17:00	15.00	15.07
	17:00-17:15	17.00	17.10
	17:15-17:30	17.00	17.14
	17:30-17:45	16.00	16.14
	17:45-18:00	29.00	29.24
	18:00-18:15	26.00	26.24
C - Biggs Lane (S)	16:45-17:00	60.00	60.53
	17:00-17:15	84.00	84.80
	17:15-17:30	49.00	49.48
	17:30-17:45	60.00	60.55
	17:45-18:00	55.00	55.51
	18:00-18:15	54.00	54.51

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.05	6.63	0.1	A	4.50	27.00
B-A	0.25	12.68	0.3	B	15.50	93.00
C-AB	0.07	6.68	0.1	A	6.43	38.58
C-A					53.90	323.42
A-B					22.00	132.00
A-C					60.33	362.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	166.59	0.048	7.95	0.0	0.1	5.672	A
B-A	7.00	7.00	0.00	91.82	0.076	6.92	0.0	0.1	10.592	B
C-AB	10.71	10.71	0.00	153.07	0.070	10.59	0.0	0.1	6.316	A
C-A	49.29	49.29	0.00			49.29				
A-B	6.00	6.00	0.00			6.00				
A-C	55.00	55.00	0.00			55.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	157.95	0.044	7.00	0.1	0.0	5.961	A
B-A	10.00	10.00	0.00	88.13	0.113	9.96	0.1	0.1	11.509	B
C-AB	7.63	7.63	0.00	169.93	0.045	7.68	0.1	0.1	5.545	A
C-A	76.37	76.37	0.00			76.37				
A-B	14.00	14.00	0.00			14.00				
A-C	64.00	64.00	0.00			64.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	147.64	0.020	3.03	0.0	0.0	6.226	A
B-A	14.00	14.00	0.00	98.76	0.142	13.96	0.1	0.2	10.609	B
C-AB	1.52	1.52	0.00	142.83	0.011	1.58	0.1	0.0	6.380	A
C-A	47.48	47.48	0.00			47.48				
A-B	25.00	25.00	0.00			25.00				
A-C	67.00	67.00	0.00			67.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	150.00	0.013	2.01	0.0	0.0	6.083	A
B-A	14.00	14.00	0.00	101.93	0.137	14.00	0.2	0.2	10.237	B
C-AB	7.81	7.81	0.00	152.91	0.051	7.75	0.0	0.1	6.199	A
C-A	52.19	52.19	0.00			52.19				
A-B	14.00	14.00	0.00			14.00				
A-C	55.00	55.00	0.00			55.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	140.70	0.036	4.98	0.0	0.0	6.631	A
B-A	24.00	24.00	0.00	94.65	0.254	23.83	0.2	0.3	12.679	B
C-AB	6.29	6.29	0.00	141.16	0.045	6.30	0.1	0.1	6.677	A
C-A	48.71	48.71	0.00			48.71				
A-B	42.00	42.00	0.00			42.00				
A-C	69.00	69.00	0.00			69.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	143.59	0.014	2.02	0.0	0.0	6.360	A
B-A	24.00	24.00	0.00	103.61	0.232	24.03	0.3	0.3	11.313	B
C-AB	4.62	4.62	0.00	147.00	0.031	4.64	0.1	0.0	6.323	A
C-A	49.38	49.38	0.00			49.38				
A-B	31.00	31.00	0.00			31.00				
A-C	52.00	52.00	0.00			52.00				

D7 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	78.59	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	78.59	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC2	AM	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	16.00	46.00
	B - Baston Road	11.00	0.00	7.00
	C - Biggs Lane (S)	111.00	10.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.26	0.74
	B - Baston Road	0.61	0.00	0.39
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	35.00	58.00
	B - Baston Road	27.00	0.00	11.00
	C - Biggs Lane (S)	125.00	18.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.38	0.62
	B - Baston Road	0.71	0.00	0.29
	C - Biggs Lane (S)	0.87	0.13	0.00

Demand (Veh/TS)

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	46.00	76.00
	B - Baston Road	14.00	0.00	4.00
	C - Biggs Lane (S)	125.00	30.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.38	0.62
	B - Baston Road	0.78	0.00	0.22
	C - Biggs Lane (S)	0.81	0.19	0.00

Demand (Veh/TS)

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	53.00	48.00
	B - Baston Road	71.00	0.00	88.00
	C - Biggs Lane (S)	120.00	85.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.52	0.48
	B - Baston Road	0.45	0.00	0.55
	C - Biggs Lane (S)	0.59	0.41	0.00

Demand (Veh/TS)

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	21.00	60.00
	B - Baston Road	42.00	0.00	46.00
	C - Biggs Lane (S)	62.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.26	0.74
	B - Baston Road	0.48	0.00	0.52
	C - Biggs Lane (S)	0.85	0.15	0.00

Demand (Veh/TS)

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	38.00
	B - Baston Road	11.00	0.00	12.00
	C - Biggs Lane (S)	56.00	3.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	1.00
	B - Baston Road	0.48	0.00	0.52
	C - Biggs Lane (S)	0.95	0.05	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:45 -
08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:00 -
08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	07:45-08:00	62.00	62.62
	08:00-08:15	93.00	93.93
	08:15-08:30	122.00	123.22
	08:30-08:45	101.00	102.01
	08:45-09:00	81.00	81.81
	09:00-09:15	38.00	38.38
B - Baston Road	07:45-08:00	18.00	18.11
	08:00-08:15	38.00	38.27
	08:15-08:30	18.00	18.14
	08:30-08:45	159.00	159.71
	08:45-09:00	88.00	88.42
	09:00-09:15	23.00	23.11
C - Biggs Lane (S)	07:45-08:00	121.00	122.11
	08:00-08:15	143.00	144.25
	08:15-08:30	155.00	156.25
	08:30-08:45	205.00	206.20
	08:45-09:00	73.00	73.62
	09:00-09:15	59.00	59.56

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	1.60	274.94	34.4	F	28.00	168.00
B-A	1.59	278.98	28.0	F	29.33	176.00
C-AB	1.08	78.39	26.7	F	64.95	389.69
C-A					61.05	366.31
A-B					28.50	171.00
A-C					54.33	326.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	160.93	0.044	6.95	0.0	0.0	5.843	A
B-A	11.00	11.00	0.00	85.76	0.128	10.86	0.0	0.1	11.993	B
C-AB	23.04	23.04	0.00	196.11	0.118	22.77	0.0	0.3	5.193	A
C-A	97.96	97.96	0.00			97.96				
A-B	16.00	16.00	0.00			16.00				
A-C	46.00	46.00	0.00			46.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	142.30	0.077	10.96	0.0	0.1	6.850	A
B-A	27.00	27.00	0.00	76.97	0.351	26.62	0.1	0.5	17.747	C
C-AB	47.70	47.70	0.00	201.40	0.237	47.31	0.3	0.7	5.851	A
C-A	95.30	95.30	0.00			95.30				
A-B	35.00	35.00	0.00			35.00				
A-C	58.00	58.00	0.00			58.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	141.84	0.028	4.05	0.1	0.0	6.533	A
B-A	14.00	14.00	0.00	67.24	0.208	14.26	0.5	0.3	17.064	C
C-AB	83.05	83.05	0.00	196.69	0.422	82.29	0.7	1.4	7.909	A
C-A	71.95	71.95	0.00			71.95				
A-B	46.00	46.00	0.00			46.00				
A-C	76.00	76.00	0.00			76.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88.00	88.00	0.00	55.13	1.596	53.60	0.0	34.4	274.942	F
B-A	71.00	71.00	0.00	44.64	1.591	43.25	0.3	28.0	278.976	F
C-AB	205.00	205.00	0.00	188.96	1.085	179.69	1.4	26.7	78.388	F
C-A	0.00	0.00	0.00			0.00				
A-B	53.00	53.00	0.00			53.00				
A-C	48.00	48.00	0.00			48.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46.00	46.00	0.00	78.54	0.586	76.32	34.4	4.1	238.480	F
B-A	42.00	42.00	0.00	68.38	0.614	66.02	28.0	4.0	232.084	F
C-AB	26.23	26.23	0.00	167.34	0.157	52.67	26.7	0.3	10.066	B
C-A	46.77	46.77	0.00			46.77				
A-B	21.00	21.00	0.00			21.00				
A-C	60.00	60.00	0.00			60.00				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	167.70	0.072	16.03	4.1	0.1	6.092	A
B-A	11.00	11.00	0.00	98.34	0.112	14.87	4.0	0.1	11.279	B
C-AB	4.68	4.68	0.00	160.13	0.029	4.91	0.3	0.0	5.819	A
C-A	54.32	54.32	0.00			54.32				
A-B	0.00	0.00	0.00			0.00				
A-C	38.00	38.00	0.00			38.00				

D8 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC2	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	8.00	54.00
	B - Baston Road	9.00	0.00	16.00
	C - Biggs Lane (S)	52.00	18.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.13	0.87
	B - Baston Road	0.36	0.00	0.64
	C - Biggs Lane (S)	0.74	0.26	0.00

Demand (Veh/TS)

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	21.00	63.00
	B - Baston Road	14.00	0.00	13.00
	C - Biggs Lane (S)	79.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
	From			
	A - Biggs Lane (N)	0.00	0.25	0.75
	B - Baston Road	0.52	0.00	0.48
	C - Biggs Lane (S)	0.88	0.12	0.00

Demand (Veh/TS)

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	38.00	66.00
	B - Baston Road	19.00	0.00	6.00
	C - Biggs Lane (S)	48.00	4.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.37	0.63
	B - Baston Road	0.76	0.00	0.24
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	21.00	54.00
	B - Baston Road	19.00	0.00	3.00
	C - Biggs Lane (S)	55.00	14.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.28	0.72
	B - Baston Road	0.86	0.00	0.14
	C - Biggs Lane (S)	0.80	0.20	0.00

Demand (Veh/TS)

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	63.00	68.00
	B - Baston Road	33.00	0.00	10.00
	C - Biggs Lane (S)	51.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.48	0.52
	B - Baston Road	0.77	0.00	0.23
	C - Biggs Lane (S)	0.82	0.18	0.00

Demand (Veh/TS)

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	46.00	52.00
	B - Baston Road	33.00	0.00	3.00
	C - Biggs Lane (S)	50.00	7.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.47	0.53
	B - Baston Road	0.92	0.00	0.08
	C - Biggs Lane (S)	0.88	0.12	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	16:45-17:00	62.00	62.62
	17:00-17:15	84.00	84.84
	17:15-17:30	104.00	105.04
	17:30-17:45	75.00	75.75
	17:45-18:00	131.00	132.31
	18:00-18:15	98.00	98.98
B - Baston Road	16:45-17:00	25.00	25.09
	17:00-17:15	27.00	27.14
	17:15-17:30	25.00	25.19
	17:30-17:45	22.00	22.19
	17:45-18:00	43.00	43.33
	18:00-18:15	36.00	36.33
C - Biggs Lane (S)	16:45-17:00	70.00	70.52
	17:00-17:15	90.00	90.79
	17:15-17:30	52.00	52.48
	17:30-17:45	69.00	69.55
	17:45-18:00	62.00	62.51
	18:00-18:15	57.00	57.50

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	7.23	0.1	A	8.50	51.00
B-A	0.37	16.10	0.6	C	21.17	127.00
C-AB	0.18	7.55	0.3	A	17.49	104.92
C-A					49.18	295.08
A-B					32.83	197.00
A-C					59.50	357.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	168.86	0.095	15.90	0.0	0.1	5.880	A
B-A	9.00	9.00	0.00	85.18	0.106	8.88	0.0	0.1	11.778	B
C-AB	27.35	27.35	0.00	152.12	0.180	27.03	0.0	0.3	7.189	A
C-A	42.65	42.65	0.00			42.65				
A-B	8.00	8.00	0.00			8.00				
A-C	54.00	54.00	0.00			54.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	157.39	0.083	13.01	0.1	0.1	6.233	A
B-A	14.00	14.00	0.00	83.36	0.168	13.92	0.1	0.2	12.944	B
C-AB	20.96	20.96	0.00	168.06	0.125	21.00	0.3	0.3	6.129	A
C-A	69.04	69.04	0.00			69.04				
A-B	21.00	21.00	0.00			21.00				
A-C	63.00	63.00	0.00			63.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	146.16	0.041	6.05	0.1	0.0	6.424	A
B-A	19.00	19.00	0.00	94.72	0.201	18.95	0.2	0.2	11.871	B
C-AB	6.16	6.16	0.00	140.38	0.044	6.37	0.3	0.1	6.733	A
C-A	45.84	45.84	0.00			45.84				
A-B	38.00	38.00	0.00			38.00				
A-C	66.00	66.00	0.00			66.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	147.53	0.020	3.02	0.0	0.0	6.230	A
B-A	19.00	19.00	0.00	97.43	0.195	19.00	0.2	0.2	11.477	B
C-AB	21.99	21.99	0.00	151.69	0.145	21.79	0.1	0.3	6.927	A
C-A	47.01	47.01	0.00			47.01				
A-B	21.00	21.00	0.00			21.00				
A-C	54.00	54.00	0.00			54.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	134.44	0.074	9.94	0.0	0.1	7.226	A
B-A	33.00	33.00	0.00	88.23	0.374	32.66	0.2	0.6	16.100	C
C-AB	17.63	17.63	0.00	137.04	0.129	17.64	0.3	0.2	7.552	A
C-A	44.37	44.37	0.00			44.37				
A-B	63.00	63.00	0.00			63.00				
A-C	68.00	68.00	0.00			68.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	137.42	0.022	3.06	0.1	0.0	6.700	A
B-A	33.00	33.00	0.00	100.18	0.329	33.08	0.6	0.5	13.429	B
C-AB	10.84	10.84	0.00	143.16	0.076	10.95	0.2	0.1	6.818	A
C-A	46.16	46.16	0.00			46.16				
A-B	46.00	46.00	0.00			46.00				
A-C	52.00	52.00	0.00			52.00				

D11 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	79.12	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	79.12	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2040	WSTM-SC3a	AM	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	16.00	48.00
	B - Baston Road	11.00	0.00	7.00
	C - Biggs Lane (S)	112.00	10.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.25	0.75
	B - Baston Road	0.61	0.00	0.39
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	35.00	60.00
	B - Baston Road	27.00	0.00	10.00
	C - Biggs Lane (S)	127.00	18.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.37	0.63
	B - Baston Road	0.73	0.00	0.27
	C - Biggs Lane (S)	0.88	0.12	0.00

Demand (Veh/TS)

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	47.00	78.00
	B - Baston Road	15.00	0.00	3.00
	C - Biggs Lane (S)	127.00	30.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.38	0.62
	B - Baston Road	0.83	0.00	0.17
	C - Biggs Lane (S)	0.81	0.19	0.00

Demand (Veh/TS)

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	54.00	49.00
	B - Baston Road	71.00	0.00	86.00
	C - Biggs Lane (S)	122.00	85.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.52	0.48
	B - Baston Road	0.45	0.00	0.55
	C - Biggs Lane (S)	0.59	0.41	0.00

Demand (Veh/TS)

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	21.00	61.00
	B - Baston Road	42.00	0.00	45.00
	C - Biggs Lane (S)	62.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.26	0.74
	B - Baston Road	0.48	0.00	0.52
	C - Biggs Lane (S)	0.85	0.15	0.00

Demand (Veh/TS)

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	39.00
	B - Baston Road	11.00	0.00	12.00
	C - Biggs Lane (S)	57.00	3.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.00	1.00
	B - Baston Road	0.48	0.00	0.52
	C - Biggs Lane (S)	0.95	0.05	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:45 -
08:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:00 -
08:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:15 -
08:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:30 -
08:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45 -
09:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

09:00 -
09:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	07:45-08:00	64.00	64.64
	08:00-08:15	95.00	95.95
	08:15-08:30	125.00	126.25
	08:30-08:45	103.00	104.03
	08:45-09:00	82.00	82.82
	09:00-09:15	39.00	39.39
B - Baston Road	07:45-08:00	18.00	18.11
	08:00-08:15	37.00	37.27
	08:15-08:30	18.00	18.15
	08:30-08:45	157.00	157.71
	08:45-09:00	87.00	87.42
	09:00-09:15	23.00	23.11
C - Biggs Lane (S)	07:45-08:00	122.00	123.12
	08:00-08:15	145.00	146.27
	08:15-08:30	157.00	158.27
	08:30-08:45	207.00	208.22
	08:45-09:00	73.00	73.62
	09:00-09:15	60.00	60.57

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	1.61	279.89	34.1	F	27.17	163.00
B-A	1.60	283.39	28.4	F	29.50	177.00
C-AB	1.09	81.30	28.0	F	65.78	394.67
C-A					61.55	369.33
A-B					28.83	173.00
A-C					55.83	335.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	160.39	0.044	6.95	0.0	0.0	5.864	A
B-A	11.00	11.00	0.00	85.04	0.129	10.85	0.0	0.1	12.110	B
C-AB	23.25	23.25	0.00	196.50	0.118	22.98	0.0	0.3	5.188	A
C-A	98.75	98.75	0.00			98.75				
A-B	16.00	16.00	0.00			16.00				
A-C	48.00	48.00	0.00			48.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	141.12	0.071	9.97	0.0	0.1	6.860	A
B-A	27.00	27.00	0.00	76.47	0.353	26.62	0.1	0.5	17.920	C
C-AB	48.50	48.50	0.00	202.59	0.239	48.10	0.3	0.7	5.836	A
C-A	96.50	96.50	0.00			96.50				
A-B	35.00	35.00	0.00			35.00				
A-C	60.00	60.00	0.00			60.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	139.04	0.022	3.05	0.1	0.0	6.619	A
B-A	15.00	15.00	0.00	67.26	0.223	15.24	0.5	0.3	17.376	C
C-AB	84.63	84.63	0.00	197.75	0.428	83.85	0.7	1.5	7.945	A
C-A	72.37	72.37	0.00			72.37				
A-B	47.00	47.00	0.00			47.00				
A-C	78.00	78.00	0.00			78.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86.00	86.00	0.00	53.40	1.611	51.89	0.0	34.1	279.886	F
B-A	71.00	71.00	0.00	44.25	1.604	42.91	0.3	28.4	283.393	F
C-AB	207.00	207.00	0.00	189.38	1.093	180.50	1.5	28.0	81.304	F
C-A	0.00	0.00	0.00			0.00				
A-B	54.00	54.00	0.00			54.00				
A-C	49.00	49.00	0.00			49.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45.00	45.00	0.00	76.93	0.585	74.74	34.1	4.4	242.830	F
B-A	42.00	42.00	0.00	68.43	0.614	66.10	28.4	4.3	235.839	F
C-AB	26.57	26.57	0.00	167.78	0.158	54.26	28.0	0.3	10.328	B
C-A	46.43	46.43	0.00			46.43				
A-B	21.00	21.00	0.00			21.00				
A-C	61.00	61.00	0.00			61.00				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	167.27	0.072	16.31	4.4	0.1	6.131	A
B-A	11.00	11.00	0.00	97.91	0.112	15.16	4.3	0.1	11.417	B
C-AB	4.71	4.71	0.00	160.66	0.029	4.95	0.3	0.0	5.799	A
C-A	55.29	55.29	0.00			55.29				
A-B	0.00	0.00	0.00			0.00				
A-C	39.00	39.00	0.00			39.00				

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Baston Road - 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2040	WSTM-SC3a	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Biggs Lane (N)		DIRECT	✓	100.000
B - Baston Road		DIRECT	✓	100.000
C - Biggs Lane (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	8.00	55.00
	B - Baston Road	9.00	0.00	16.00
	C - Biggs Lane (S)	53.00	18.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.13	0.87
	B - Baston Road	0.36	0.00	0.64
	C - Biggs Lane (S)	0.75	0.25	0.00

Demand (Veh/TS)

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	21.00	64.00
	B - Baston Road	14.00	0.00	13.00
	C - Biggs Lane (S)	80.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.25	0.75
	B - Baston Road	0.52	0.00	0.48
	C - Biggs Lane (S)	0.88	0.12	0.00

Demand (Veh/TS)

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	38.00	67.00
	B - Baston Road	19.00	0.00	6.00
	C - Biggs Lane (S)	48.00	4.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.36	0.64
	B - Baston Road	0.76	0.00	0.24
	C - Biggs Lane (S)	0.92	0.08	0.00

Demand (Veh/TS)

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	21.00	55.00
	B - Baston Road	19.00	0.00	3.00
	C - Biggs Lane (S)	55.00	14.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.28	0.72
	B - Baston Road	0.86	0.00	0.14
	C - Biggs Lane (S)	0.80	0.20	0.00

Demand (Veh/TS)

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	63.00	69.00
	B - Baston Road	33.00	0.00	10.00
	C - Biggs Lane (S)	52.00	11.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.48	0.52
	B - Baston Road	0.77	0.00	0.23
	C - Biggs Lane (S)	0.83	0.17	0.00

Demand (Veh/TS)

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	46.00	52.00
	B - Baston Road	33.00	0.00	3.00
	C - Biggs Lane (S)	51.00	7.00	0.00

Proportions

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0.00	0.47	0.53
	B - Baston Road	0.92	0.00	0.08
	C - Biggs Lane (S)	0.88	0.12	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

16:45 -
17:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:00 -
17:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:15 -
17:30

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:30 -
17:45

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

17:45 -
18:00

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Heavy Vehicle %

18:00 -
18:15

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	0	1	1
	B - Baston Road	1	0	0
	C - Biggs Lane (S)	1	0	0

Average PCU Per Veh

	To			
		A - Biggs Lane (N)	B - Baston Road	C - Biggs Lane (S)
From	A - Biggs Lane (N)	1.000	1.010	1.010
	B - Baston Road	1.010	1.000	1.000
	C - Biggs Lane (S)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A - Biggs Lane (N)	16:45-17:00	63.00	63.63
	17:00-17:15	85.00	85.85
	17:15-17:30	105.00	106.05
	17:30-17:45	76.00	76.76
	17:45-18:00	132.00	133.32
	18:00-18:15	98.00	98.98
B - Baston Road	16:45-17:00	25.00	25.09
	17:00-17:15	27.00	27.14
	17:15-17:30	25.00	25.19
	17:30-17:45	22.00	22.19
	17:45-18:00	43.00	43.33
	18:00-18:15	36.00	36.33
C - Biggs Lane (S)	16:45-17:00	71.00	71.53
	17:00-17:15	91.00	91.80
	17:15-17:30	52.00	52.48
	17:30-17:45	69.00	69.55
	17:45-18:00	63.00	63.52
	18:00-18:15	58.00	58.51

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	7.25	0.1	A	8.50	51.00
B-A	0.38	16.23	0.6	C	21.17	127.00
C-AB	0.18	7.53	0.3	A	17.60	105.60
C-A					49.73	298.41
A-B					32.83	197.00
A-C					60.33	362.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	168.57	0.095	15.90	0.0	0.1	5.891	A
B-A	9.00	9.00	0.00	84.76	0.106	8.88	0.0	0.1	11.844	B
C-AB	27.57	27.57	0.00	152.66	0.181	27.25	0.0	0.3	7.171	A
C-A	43.43	43.43	0.00			43.43				
A-B	8.00	8.00	0.00			8.00				
A-C	55.00	55.00	0.00			55.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	157.10	0.083	13.01	0.1	0.1	6.248	A
B-A	14.00	14.00	0.00	82.92	0.169	13.92	0.1	0.2	13.027	B
C-AB	21.13	21.13	0.00	168.63	0.125	21.17	0.3	0.3	6.113	A
C-A	69.87	69.87	0.00			69.87				
A-B	21.00	21.00	0.00			21.00				
A-C	64.00	64.00	0.00			64.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	145.90	0.041	6.05	0.1	0.0	6.439	A
B-A	19.00	19.00	0.00	94.43	0.201	18.95	0.2	0.2	11.916	B
C-AB	6.16	6.16	0.00	140.18	0.044	6.38	0.3	0.1	6.744	A
C-A	45.84	45.84	0.00			45.84				
A-B	38.00	38.00	0.00			38.00				
A-C	67.00	67.00	0.00			67.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	147.27	0.020	3.02	0.0	0.0	6.241	A
B-A	19.00	19.00	0.00	97.15	0.196	19.00	0.2	0.2	11.519	B
C-AB	22.01	22.01	0.00	151.48	0.145	21.81	0.1	0.3	6.939	A
C-A	46.99	46.99	0.00			46.99				
A-B	21.00	21.00	0.00			21.00				
A-C	55.00	55.00	0.00			55.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	134.09	0.075	9.94	0.0	0.1	7.246	A
B-A	33.00	33.00	0.00	87.77	0.376	32.66	0.2	0.6	16.232	C
C-AB	17.79	17.79	0.00	137.61	0.129	17.80	0.3	0.3	7.526	A
C-A	45.21	45.21	0.00			45.21				
A-B	63.00	63.00	0.00			63.00				
A-C	69.00	69.00	0.00			69.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	137.38	0.022	3.06	0.1	0.0	6.705	A
B-A	33.00	33.00	0.00	100.00	0.330	33.08	0.6	0.5	13.470	B
C-AB	10.93	10.93	0.00	143.92	0.076	11.04	0.3	0.1	6.784	A
C-A	47.07	47.07	0.00			47.07				
A-B	46.00	46.00	0.00			46.00				
A-C	52.00	52.00	0.00			52.00				

Junctions 11					
ARCADY 11 - Roundabout Module					
Version: 11.1.1.2424					
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Filename: Biggs Lane_B3349 Roundabout - AM Peak.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 09/03/2026 10:53:51

- »D1 - 2025 | Base | AM
- »D2 - 2040 | WSTM-SC1 | AM
- »D3 - 2040 | WSTM-SC2 | AM
- »D4 - 2040 | WSTM-SC3a | AM

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base					
1 - Biggs Lane	D1	0.8	4.73	0.45	A	36 % [3 - Langley Common Road (E)]
2 - Langley Common Road (W)		1.6	7.02	0.62	A	
3 - Langley Common Road (E)		1.6	9.66	0.62	A	
	2040 - WSTM-SC1					
1 - Biggs Lane	D2	0.7	4.84	0.43	A	24 % [3 - Langley Common Road (E)]
2 - Langley Common Road (W)		1.7	6.89	0.63	A	
3 - Langley Common Road (E)		2.4	11.78	0.71	B	
	2040 - WSTM-SC2					
1 - Biggs Lane	D3	0.8	5.02	0.45	A	22 % [3 - Langley Common Road (E)]
2 - Langley Common Road (W)		1.7	7.01	0.63	A	
3 - Langley Common Road (E)		2.5	12.37	0.72	B	
	2040 - WSTM-SC3a					
1 - Biggs Lane	D4	0.8	5.07	0.45	A	20 % [3 - Langley Common Road (E)]
2 - Langley Common Road (W)		1.7	7.20	0.64	A	
3 - Langley Common Road (E)		2.7	13.05	0.74	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.

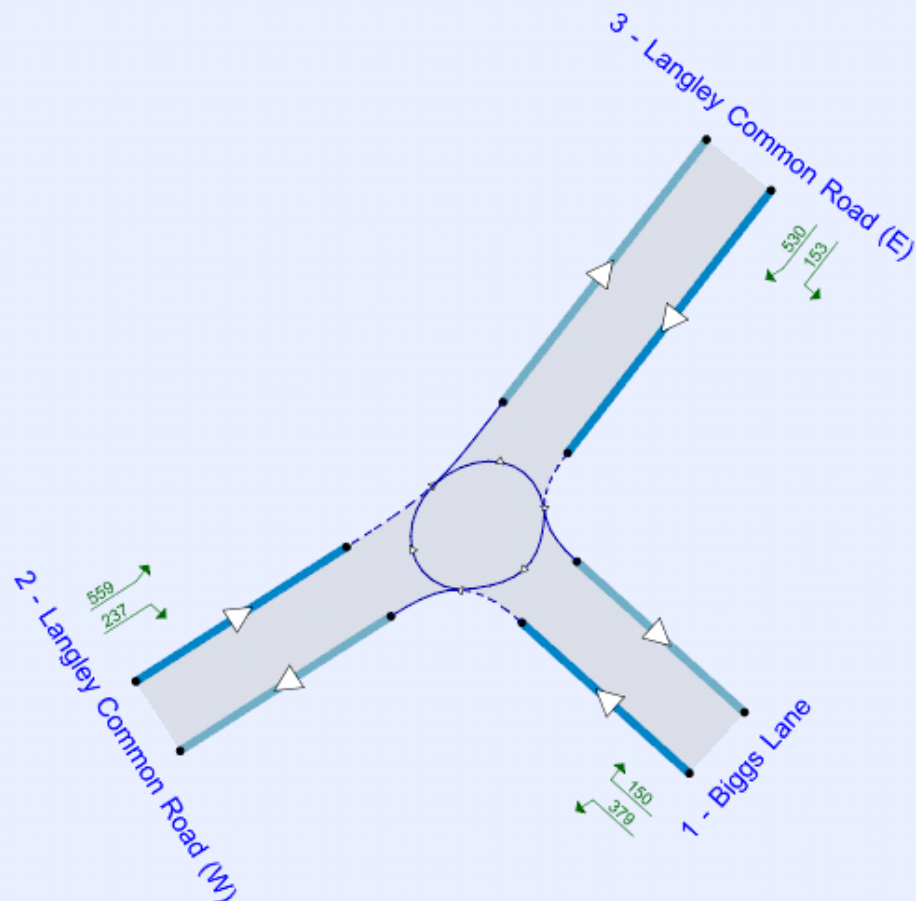
File summary

File Description

Title	Biggs Lane/ B3349 Roundabout
Location	Biggs Lane/B3349 roundabout
Site number	
Date	18/07/2025
Version	
Status	Existing Base
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\LM
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D3	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	7.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	3 - Langley Common Road (E)	7.12	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Biggs Lane		
2	Langley Common Road (W)		
3	Langley Common Road (E)		

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 - Biggs Lane	3.38	7.25	24.6	18.1	24.4	47.5		
2 - Langley Common Road (W)	3.31	6.11	14.6	23.0	24.4	34.2		
3 - Langley Common Road (E)	2.91	6.56	4.6	15.8	24.4	25.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Biggs Lane	0.639	1685
2 - Langley Common Road (W)	0.622	1516
3 - Langley Common Road (E)	0.560	1198

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Biggs Lane		ONE HOUR	✓	563	100.000
2 - Langley Common Road (W)		ONE HOUR	✓	769	100.000
3 - Langley Common Road (E)		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	4	365	194
	2 - Langley Common Road (W)	300	1	468
	3 - Langley Common Road (E)	140	402	1

Proportions

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0.01	0.65	0.34
	2 - Langley Common Road (W)	0.39	0.00	0.61
	3 - Langley Common Road (E)	0.26	0.74	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	0	3
	2 - Langley Common Road (W)	0	0	2
	3 - Langley Common Road (E)	10	2	0

Average PCU Per Veh

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	1.000	1.000	1.030
	2 - Langley Common Road (W)	1.000	1.000	1.020
	3 - Langley Common Road (E)	1.100	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Biggs Lane	07:45-08:00	424	428
	08:00-08:15	506	511
	08:15-08:30	620	626
	08:30-08:45	620	626
	08:45-09:00	506	511
	09:00-09:15	424	428
2 - Langley Common Road (W)	07:45-08:00	579	586
	08:00-08:15	691	700
	08:15-08:30	847	857
	08:30-08:45	847	857
	08:45-09:00	691	700
	09:00-09:15	579	586
3 - Langley Common Road (E)	07:45-08:00	409	425
	08:00-08:15	488	508
	08:15-08:30	598	622
	08:30-08:45	598	622
	08:45-09:00	488	508
	09:00-09:15	409	425

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Biggs Lane	0.45	4.73	0.8	A	517	775
2 - Langley Common Road (W)	0.62	7.02	1.6	A	706	1058
3 - Langley Common Road (E)	0.62	9.66	1.6	A	498	747

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	424	106	302	1473	0.288	422	332	0.0	0.4	3.423	A
2 - Langley Common Road (W)	579	145	149	1404	0.413	576	575	0.0	0.7	4.336	A
3 - Langley Common Road (E)	409	102	229	1028	0.398	406	497	0.0	0.7	5.765	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	506	127	362	1434	0.353	506	398	0.4	0.5	3.875	A
2 - Langley Common Road (W)	691	173	179	1385	0.499	690	689	0.7	1.0	5.173	A
3 - Langley Common Road (E)	488	122	274	1004	0.486	487	595	0.7	0.9	6.951	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	620	155	443	1382	0.449	619	487	0.5	0.8	4.710	A
2 - Langley Common Road (W)	847	212	219	1360	0.623	844	843	1.0	1.6	6.949	A
3 - Langley Common Road (E)	598	149	335	971	0.616	595	728	0.9	1.6	9.522	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	620	155	445	1381	0.449	620	489	0.8	0.8	4.731	A
2 - Langley Common Road (W)	847	212	219	1359	0.623	847	846	1.6	1.6	7.018	A
3 - Langley Common Road (E)	598	149	336	970	0.616	598	730	1.6	1.6	9.656	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	506	127	365	1432	0.353	507	401	0.8	0.6	3.897	A
2 - Langley Common Road (W)	691	173	179	1385	0.499	694	693	1.6	1.0	5.230	A
3 - Langley Common Road (E)	488	122	275	1003	0.487	491	598	1.6	1.0	7.062	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	424	106	305	1471	0.288	424	335	0.6	0.4	3.444	A
2 - Langley Common Road (W)	579	145	150	1403	0.413	580	579	1.0	0.7	4.382	A
3 - Langley Common Road (E)	409	102	230	1027	0.398	410	500	1.0	0.7	5.843	A

D2 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	8.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	3 - Langley Common Road (E)	8.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Biggs Lane		ONE HOUR	✓	503	100.000
2 - Langley Common Road (W)		ONE HOUR	✓	794	100.000
3 - Langley Common Road (E)		ONE HOUR	✓	672	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	369	134
	2 - Langley Common Road (W)	230	0	564
	3 - Langley Common Road (E)	140	532	0

Proportions

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0.00	0.73	0.27
	2 - Langley Common Road (W)	0.29	0.00	0.71
	3 - Langley Common Road (E)	0.21	0.79	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	1	0
	2 - Langley Common Road (W)	2	0	2
	3 - Langley Common Road (E)	0	1	0

Average PCU Per Veh

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	1.000	1.010	1.000
	2 - Langley Common Road (W)	1.020	1.000	1.020
	3 - Langley Common Road (E)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Biggs Lane	07:45-08:00	379	381
	08:00-08:15	452	456
	08:15-08:30	554	558
	08:30-08:45	554	558
	08:45-09:00	452	456
	09:00-09:15	379	381
2 - Langley Common Road (W)	07:45-08:00	598	610
	08:00-08:15	714	728
	08:15-08:30	874	892
	08:30-08:45	874	892
	08:45-09:00	714	728
	09:00-09:15	598	610
3 - Langley Common Road (E)	07:45-08:00	506	510
	08:00-08:15	604	609
	08:15-08:30	740	746
	08:30-08:45	740	746
	08:45-09:00	604	609
	09:00-09:15	506	510

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Biggs Lane	0.43	4.84	0.7	A	462	692
2 - Langley Common Road (W)	0.63	6.89	1.7	A	729	1093
3 - Langley Common Road (E)	0.71	11.78	2.4	B	617	925

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	379	95	398	1418	0.267	377	277	0.0	0.4	3.455	A
2 - Langley Common Road (W)	598	149	100	1425	0.419	595	675	0.0	0.7	4.321	A
3 - Langley Common Road (E)	506	126	172	1091	0.464	502	523	0.0	0.9	6.086	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	452	113	477	1367	0.331	452	332	0.4	0.5	3.931	A
2 - Langley Common Road (W)	714	178	120	1413	0.505	713	808	0.7	1.0	5.131	A
3 - Langley Common Road (E)	604	151	206	1071	0.564	602	627	0.9	1.3	7.650	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	554	138	582	1299	0.426	553	406	0.5	0.7	4.815	A
2 - Langley Common Road (W)	874	219	147	1397	0.626	872	988	1.0	1.6	6.825	A
3 - Langley Common Road (E)	740	185	253	1045	0.708	736	766	1.3	2.3	11.471	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	554	138	586	1297	0.427	554	407	0.7	0.7	4.840	A
2 - Langley Common Road (W)	874	219	148	1396	0.626	874	992	1.6	1.7	6.889	A
3 - Langley Common Road (E)	740	185	253	1045	0.708	740	768	2.3	2.4	11.777	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	452	113	482	1364	0.332	453	334	0.7	0.5	3.956	A
2 - Langley Common Road (W)	714	178	121	1413	0.505	716	814	1.7	1.0	5.188	A
3 - Langley Common Road (E)	604	151	207	1071	0.564	608	630	2.4	1.3	7.856	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	379	95	402	1415	0.268	379	279	0.5	0.4	3.476	A
2 - Langley Common Road (W)	598	149	101	1425	0.420	599	680	1.0	0.7	4.365	A
3 - Langley Common Road (E)	506	126	174	1090	0.464	508	526	1.3	0.9	6.203	A

D3 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	8.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	3 - Langley Common Road (E)	8.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Biggs Lane		ONE HOUR	✓	529	100.000
2 - Langley Common Road (W)		ONE HOUR	✓	796	100.000
3 - Langley Common Road (E)		ONE HOUR	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	379	150
	2 - Langley Common Road (W)	237	0	559
	3 - Langley Common Road (E)	153	530	0

Proportions

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0.00	0.72	0.28
	2 - Langley Common Road (W)	0.30	0.00	0.70
	3 - Langley Common Road (E)	0.22	0.78	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	1	0
	2 - Langley Common Road (W)	1	0	2
	3 - Langley Common Road (E)	0	1	0

Average PCU Per Veh

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	1.000	1.010	1.000
	2 - Langley Common Road (W)	1.010	1.000	1.020
	3 - Langley Common Road (E)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Biggs Lane	07:45-08:00	398	401
	08:00-08:15	476	479
	08:15-08:30	582	587
	08:30-08:45	582	587
	08:45-09:00	476	479
	09:00-09:15	398	401
2 - Langley Common Road (W)	07:45-08:00	599	609
	08:00-08:15	716	728
	08:15-08:30	876	891
	08:30-08:45	876	891
	08:45-09:00	716	728
	09:00-09:15	599	609
3 - Langley Common Road (E)	07:45-08:00	514	518
	08:00-08:15	614	619
	08:15-08:30	752	758
	08:30-08:45	752	758
	08:45-09:00	614	619
	09:00-09:15	514	518

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Biggs Lane	0.45	5.02	0.8	A	485	728
2 - Langley Common Road (W)	0.63	7.01	1.7	A	730	1096
3 - Langley Common Road (E)	0.72	12.37	2.5	B	627	940

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	398	100	396	1419	0.281	397	292	0.0	0.4	3.518	A
2 - Langley Common Road (W)	599	150	112	1422	0.421	596	680	0.0	0.7	4.346	A
3 - Langley Common Road (E)	514	129	178	1089	0.472	511	531	0.0	0.9	6.190	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	476	119	475	1368	0.348	475	350	0.4	0.5	4.026	A
2 - Langley Common Road (W)	716	179	135	1408	0.508	714	815	0.7	1.0	5.179	A
3 - Langley Common Road (E)	614	154	213	1069	0.574	612	636	0.9	1.3	7.854	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	582	146	580	1301	0.448	581	428	0.5	0.8	4.993	A
2 - Langley Common Road (W)	876	219	165	1390	0.631	874	996	1.0	1.7	6.940	A
3 - Langley Common Road (E)	752	188	260	1042	0.721	747	778	1.3	2.5	12.011	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	582	146	583	1299	0.448	582	429	0.8	0.8	5.022	A
2 - Langley Common Road (W)	876	219	165	1390	0.631	876	1001	1.7	1.7	7.009	A
3 - Langley Common Road (E)	752	188	261	1042	0.722	752	781	2.5	2.5	12.373	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	476	119	480	1365	0.348	477	352	0.8	0.5	4.055	A
2 - Langley Common Road (W)	716	179	135	1408	0.508	718	822	1.7	1.0	5.236	A
3 - Langley Common Road (E)	614	154	214	1068	0.575	619	639	2.5	1.4	8.081	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	398	100	400	1416	0.281	399	294	0.5	0.4	3.539	A
2 - Langley Common Road (W)	599	150	113	1422	0.422	601	686	1.0	0.7	4.392	A
3 - Langley Common Road (E)	514	129	179	1088	0.473	516	535	1.4	0.9	6.315	A

D4 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	8.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	3 - Langley Common Road (E)	8.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Biggs Lane		ONE HOUR	✓	531	100.000
2 - Langley Common Road (W)		ONE HOUR	✓	802	100.000
3 - Langley Common Road (E)		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	377	154
	2 - Langley Common Road (W)	238	0	564
	3 - Langley Common Road (E)	159	536	0

Proportions

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0.00	0.71	0.29
	2 - Langley Common Road (W)	0.30	0.00	0.70
	3 - Langley Common Road (E)	0.23	0.77	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	0	1	0
	2 - Langley Common Road (W)	2	0	2
	3 - Langley Common Road (E)	0	1	0

Average PCU Per Veh

From	To			
		1 - Biggs Lane	2 - Langley Common Road (W)	3 - Langley Common Road (E)
	1 - Biggs Lane	1.000	1.010	1.000
	2 - Langley Common Road (W)	1.020	1.000	1.020
	3 - Langley Common Road (E)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Biggs Lane	07:45-08:00	400	403
	08:00-08:15	477	481
	08:15-08:30	585	589
	08:30-08:45	585	589
	08:45-09:00	477	481
	09:00-09:15	400	403
2 - Langley Common Road (W)	07:45-08:00	604	616
	08:00-08:15	721	735
	08:15-08:30	883	901
	08:30-08:45	883	901
	08:45-09:00	721	735
	09:00-09:15	604	616
3 - Langley Common Road (E)	07:45-08:00	523	527
	08:00-08:15	625	630
	08:15-08:30	765	771
	08:30-08:45	765	771
	08:45-09:00	625	630
	09:00-09:15	523	527

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Biggs Lane	0.45	5.07	0.8	A	487	731
2 - Langley Common Road (W)	0.64	7.20	1.7	A	736	1104
3 - Langley Common Road (E)	0.74	13.05	2.7	B	638	957

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	400	100	401	1416	0.282	398	297	0.0	0.4	3.532	A
2 - Langley Common Road (W)	604	151	115	1416	0.426	601	683	0.0	0.7	4.400	A
3 - Langley Common Road (E)	523	131	178	1087	0.481	520	538	0.0	0.9	6.299	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	477	119	480	1365	0.350	477	356	0.4	0.5	4.050	A
2 - Langley Common Road (W)	721	180	138	1402	0.514	720	819	0.7	1.0	5.266	A
3 - Langley Common Road (E)	625	156	214	1067	0.585	623	644	0.9	1.4	8.063	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	585	146	586	1297	0.451	584	435	0.5	0.8	5.034	A
2 - Langley Common Road (W)	883	221	169	1383	0.638	880	1001	1.0	1.7	7.120	A
3 - Langley Common Road (E)	765	191	261	1041	0.735	760	788	1.4	2.6	12.614	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	585	146	590	1295	0.451	585	437	0.8	0.8	5.067	A
2 - Langley Common Road (W)	883	221	170	1383	0.638	883	1005	1.7	1.7	7.196	A
3 - Langley Common Road (E)	765	191	262	1040	0.736	765	790	2.6	2.7	13.051	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	477	119	486	1362	0.351	478	359	0.8	0.5	4.080	A
2 - Langley Common Road (W)	721	180	139	1402	0.514	724	825	1.7	1.1	5.331	A
3 - Langley Common Road (E)	625	156	215	1067	0.586	630	648	2.7	1.4	8.331	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Biggs Lane	400	100	405	1413	0.283	400	300	0.5	0.4	3.557	A
2 - Langley Common Road (W)	604	151	116	1416	0.427	605	689	1.1	0.8	4.448	A
3 - Langley Common Road (E)	523	131	180	1087	0.481	525	542	1.4	0.9	6.433	A

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.1.2424						
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Filename: Biggs Lane_B3349 Roundabout - PM Peak.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 09/03/2026 10:53:19

»D2 - 2025 | Base | PM

»D3 - 2040 | WSTM-SC1 | PM

»D4 - 2040 | WSTM-SC2 | PM

»D5 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base					
2 - Biggs Lane	D2	0.5	4.04	0.31	A	39 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.0	5.14	0.51	A	
1 - Langley Common Road (N)		1.6	9.09	0.61	A	
	2040 - WSTM-SC1					
2 - Biggs Lane	D3	0.4	3.96	0.26	A	30 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		2.1	7.60	0.68	A	
1 - Langley Common Road (N)		2.0	10.30	0.67	B	
	2040 - WSTM-SC2					
2 - Biggs Lane	D4	0.4	4.04	0.28	A	26 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		2.2	8.00	0.69	A	
1 - Langley Common Road (N)		2.2	11.26	0.69	B	
	2040 - WSTM-SC3a					
2 - Biggs Lane	D5	0.9	5.66	0.48	A	20 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.7	7.08	0.63	A	
1 - Langley Common Road (N)		2.7	12.91	0.73	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.

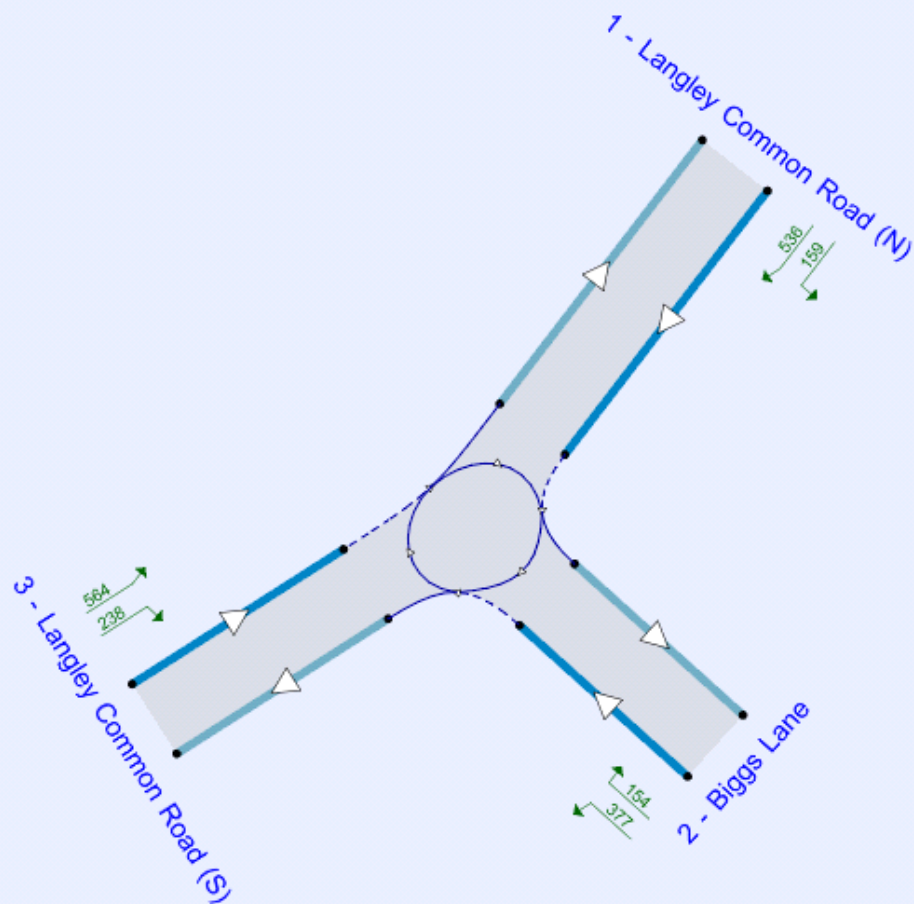
File summary

File Description

Title	Biggs Lane/ B3349 Roundabout
Location	Biggs Lane/B3349 roundabout
Site number	
Date	18/07/2025
Version	
Status	Existing Base
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\LM
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓
D4	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2, 3, 1	6.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	1 - Langley Common Road (N)	6.31	A

Arms

Arms

Arm	Name	Description	No give-way line
2	Biggs Lane		
3	Langley Common Road (S)		
1	Langley Common Road (N)		

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
2 - Biggs Lane	3.38	7.25	24.6	18.1	24.4	47.5		
3 - Langley Common Road (S)	3.31	6.11	14.6	23.0	24.4	34.2		
1 - Langley Common Road (N)	2.91	6.56	4.6	15.8	24.4	25.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
2 - Biggs Lane	Direct	Unequal Lane Usage	-75
3 - Langley Common Road (S)	None		
1 - Langley Common Road (N)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Biggs Lane	0.639	1610
3 - Langley Common Road (S)	0.622	1516
1 - Langley Common Road (N)	0.560	1198

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	367	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	664	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	1	255	111
	3 - Langley Common Road (S)	257	3	404
	1 - Langley Common Road (N)	131	437	0

Proportions

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0.00	0.69	0.30
	3 - Langley Common Road (S)	0.39	0.00	0.61
	1 - Langley Common Road (N)	0.23	0.77	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	0	0
	3 - Langley Common Road (S)	0	0	1
	1 - Langley Common Road (N)	0	2	0

Average PCU Per Veh

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	1.000	1.000	1.000
	3 - Langley Common Road (S)	1.000	1.000	1.010
	1 - Langley Common Road (N)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Biggs Lane	16:45-17:00	276	276
	17:00-17:15	330	330
	17:15-17:30	404	404
	17:30-17:45	404	404
	17:45-18:00	330	330
	18:00-18:15	276	276
3 - Langley Common Road (S)	16:45-17:00	500	503
	17:00-17:15	597	601
	17:15-17:30	731	736
	17:30-17:45	731	736
	17:45-18:00	597	601
	18:00-18:15	500	503
1 - Langley Common Road (N)	16:45-17:00	428	434
	17:00-17:15	511	518
	17:15-17:30	625	635
	17:30-17:45	625	635
	17:45-18:00	511	518
	18:00-18:15	428	434

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Biggs Lane	0.31	4.04	0.5	A	337	505
3 - Langley Common Road (S)	0.51	5.14	1.0	A	609	914
1 - Langley Common Road (N)	0.61	9.09	1.6	A	521	782

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	276	69	329	1395	0.198	275	291	0.0	0.2	3.211	A
3 - Langley Common Road (S)	500	125	84	1455	0.344	498	521	0.0	0.5	3.753	A
1 - Langley Common Road (N)	428	107	196	1072	0.399	425	386	0.0	0.7	5.545	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	330	82	395	1353	0.244	330	349	0.2	0.3	3.519	A
3 - Langley Common Road (S)	597	149	101	1445	0.413	596	624	0.5	0.7	4.239	A
1 - Langley Common Road (N)	511	128	234	1050	0.486	510	462	0.7	0.9	6.643	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	404	101	483	1295	0.312	404	427	0.3	0.5	4.035	A
3 - Langley Common Road (S)	731	183	123	1431	0.511	730	763	0.7	1.0	5.126	A
1 - Langley Common Road (N)	625	156	287	1021	0.612	623	566	0.9	1.5	8.979	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	404	101	484	1294	0.312	404	428	0.5	0.5	4.044	A
3 - Langley Common Road (S)	731	183	123	1431	0.511	731	765	1.0	1.0	5.144	A
1 - Langley Common Road (N)	625	156	287	1021	0.612	625	567	1.5	1.6	9.091	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	330	82	397	1351	0.244	330	351	0.5	0.3	3.531	A
3 - Langley Common Road (S)	597	149	101	1445	0.413	598	627	1.0	0.7	4.259	A
1 - Langley Common Road (N)	511	128	235	1050	0.486	513	464	1.6	1.0	6.734	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	276	69	332	1393	0.198	277	293	0.3	0.2	3.226	A
3 - Langley Common Road (S)	500	125	84	1455	0.344	501	524	0.7	0.5	3.777	A
1 - Langley Common Road (N)	428	107	197	1071	0.399	429	388	1.0	0.7	5.614	A

D3 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2, 3, 1	7.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	1 - Langley Common Road (N)	7.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	292	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	894	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	228	64
	3 - Langley Common Road (S)	241	0	653
	1 - Langley Common Road (N)	107	526	0

Proportions

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0.00	0.78	0.22
	3 - Langley Common Road (S)	0.27	0.00	0.73
	1 - Langley Common Road (N)	0.17	0.83	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	1	0
	3 - Langley Common Road (S)	1	0	1
	1 - Langley Common Road (N)	1	0	0

Average PCU Per Veh

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	1.000	1.010	1.000
	3 - Langley Common Road (S)	1.010	1.000	1.010
	1 - Langley Common Road (N)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Biggs Lane	16:45-17:00	220	222
	17:00-17:15	263	265
	17:15-17:30	321	324
	17:30-17:45	321	324
	17:45-18:00	263	265
	18:00-18:15	220	222
3 - Langley Common Road (S)	16:45-17:00	673	680
	17:00-17:15	804	812
	17:15-17:30	984	994
	17:30-17:45	984	994
	17:45-18:00	804	812
	18:00-18:15	673	680
1 - Langley Common Road (N)	16:45-17:00	477	477
	17:00-17:15	569	570
	17:15-17:30	697	698
	17:30-17:45	697	698
	17:45-18:00	569	570
	18:00-18:15	477	477

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Biggs Lane	0.26	3.96	0.4	A	268	402
3 - Langley Common Road (S)	0.68	7.60	2.1	A	820	1231
1 - Langley Common Road (N)	0.67	10.30	2.0	B	581	871

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	220	55	393	1348	0.163	219	261	0.0	0.2	3.188	A
3 - Langley Common Road (S)	673	168	48	1472	0.457	670	565	0.0	0.8	4.471	A
1 - Langley Common Road (N)	477	119	181	1094	0.436	474	537	0.0	0.8	5.777	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	263	66	472	1298	0.202	262	312	0.2	0.3	3.474	A
3 - Langley Common Road (S)	804	201	57	1466	0.548	802	676	0.8	1.2	5.413	A
1 - Langley Common Road (N)	569	142	216	1074	0.530	568	643	0.8	1.1	7.095	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	321	80	576	1232	0.261	321	382	0.3	0.4	3.950	A
3 - Langley Common Road (S)	984	246	70	1458	0.675	981	827	1.2	2.0	7.498	A
1 - Langley Common Road (N)	697	174	264	1046	0.666	694	787	1.1	1.9	10.110	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	321	80	579	1230	0.261	321	383	0.4	0.4	3.960	A
3 - Langley Common Road (S)	984	246	70	1458	0.675	984	830	2.0	2.1	7.597	A
1 - Langley Common Road (N)	697	174	265	1046	0.666	697	789	1.9	2.0	10.301	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	263	66	476	1296	0.203	263	314	0.4	0.3	3.485	A
3 - Langley Common Road (S)	804	201	58	1466	0.548	807	681	2.1	1.2	5.494	A
1 - Langley Common Road (N)	569	142	218	1073	0.530	572	647	2.0	1.1	7.240	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	220	55	397	1345	0.163	220	263	0.3	0.2	3.201	A
3 - Langley Common Road (S)	673	168	48	1471	0.457	675	569	1.2	0.9	4.526	A
1 - Langley Common Road (N)	477	119	182	1093	0.436	478	541	1.1	0.8	5.867	A

D4 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2, 3, 1	8.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	1 - Langley Common Road (N)	8.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	313	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	913	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	245	68
	3 - Langley Common Road (S)	264	0	649
	1 - Langley Common Road (N)	129	518	0

Proportions

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0.00	0.78	0.22
	3 - Langley Common Road (S)	0.29	0.00	0.71
	1 - Langley Common Road (N)	0.20	0.80	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	1	0
	3 - Langley Common Road (S)	1	0	1
	1 - Langley Common Road (N)	1	0	0

Average PCU Per Veh

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	1.000	1.010	1.000
	3 - Langley Common Road (S)	1.010	1.000	1.010
	1 - Langley Common Road (N)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Biggs Lane	16:45-17:00	236	237
	17:00-17:15	281	284
	17:15-17:30	345	347
	17:30-17:45	345	347
	17:45-18:00	281	284
	18:00-18:15	236	237
3 - Langley Common Road (S)	16:45-17:00	687	694
	17:00-17:15	821	829
	17:15-17:30	1005	1015
	17:30-17:45	1005	1015
	17:45-18:00	821	829
	18:00-18:15	687	694
1 - Langley Common Road (N)	16:45-17:00	487	488
	17:00-17:15	582	583
	17:15-17:30	712	714
	17:30-17:45	712	714
	17:45-18:00	582	583
	18:00-18:15	487	488

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Biggs Lane	0.28	4.04	0.4	A	287	431
3 - Langley Common Road (S)	0.69	8.00	2.2	A	838	1257
1 - Langley Common Road (N)	0.69	11.26	2.2	B	594	891

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	236	59	387	1352	0.174	235	294	0.0	0.2	3.222	A
3 - Langley Common Road (S)	687	172	51	1470	0.468	684	571	0.0	0.9	4.561	A
1 - Langley Common Road (N)	487	122	198	1084	0.449	484	537	0.0	0.8	5.969	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	281	70	464	1303	0.216	281	353	0.2	0.3	3.523	A
3 - Langley Common Road (S)	821	205	61	1464	0.561	819	684	0.9	1.3	5.574	A
1 - Langley Common Road (N)	582	145	237	1062	0.548	580	643	0.8	1.2	7.452	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	345	86	567	1238	0.278	344	431	0.3	0.4	4.027	A
3 - Langley Common Road (S)	1005	251	75	1455	0.691	1002	837	1.3	2.2	7.874	A
1 - Langley Common Road (N)	712	178	290	1032	0.690	709	787	1.2	2.1	11.001	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	345	86	570	1236	0.279	345	433	0.4	0.4	4.038	A
3 - Langley Common Road (S)	1005	251	75	1455	0.691	1005	840	2.2	2.2	7.995	A
1 - Langley Common Road (N)	712	178	291	1031	0.691	712	789	2.1	2.2	11.264	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	281	70	469	1300	0.216	282	355	0.4	0.3	3.535	A
3 - Langley Common Road (S)	821	205	61	1463	0.561	824	689	2.2	1.3	5.666	A
1 - Langley Common Road (N)	582	145	238	1061	0.548	585	647	2.2	1.2	7.632	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	236	59	391	1349	0.175	236	297	0.3	0.2	3.236	A
3 - Langley Common Road (S)	687	172	51	1470	0.468	689	576	1.3	0.9	4.623	A
1 - Langley Common Road (N)	487	122	199	1083	0.450	489	541	1.2	0.8	6.075	A

D5 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2, 3, 1	8.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	1 - Langley Common Road (N)	8.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	531	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	802	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	377	154
	3 - Langley Common Road (S)	238	0	564
	1 - Langley Common Road (N)	159	536	0

Proportions

	To			
From		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0.00	0.71	0.29
	3 - Langley Common Road (S)	0.30	0.00	0.70
	1 - Langley Common Road (N)	0.23	0.77	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	0	1	0
	3 - Langley Common Road (S)	0	0	2
	1 - Langley Common Road (N)	0	1	0

Average PCU Per Veh

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
	2 - Biggs Lane	1.000	1.010	1.000
	3 - Langley Common Road (S)	1.000	1.000	1.020
	1 - Langley Common Road (N)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Biggs Lane	16:45-17:00	400	403
	17:00-17:15	477	481
	17:15-17:30	585	589
	17:30-17:45	585	589
	17:45-18:00	477	481
	18:00-18:15	400	403
3 - Langley Common Road (S)	16:45-17:00	604	612
	17:00-17:15	721	731
	17:15-17:30	883	895
	17:30-17:45	883	895
	17:45-18:00	721	731
	18:00-18:15	604	612
1 - Langley Common Road (N)	16:45-17:00	523	527
	17:00-17:15	625	630
	17:15-17:30	765	771
	17:30-17:45	765	771
	17:45-18:00	625	630
	18:00-18:15	523	527

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Biggs Lane	0.48	5.66	0.9	A	487	731
3 - Langley Common Road (S)	0.63	7.08	1.7	A	736	1104
1 - Langley Common Road (N)	0.73	12.91	2.7	B	638	957

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	400	100	401	1342	0.298	398	297	0.0	0.4	3.809	A
3 - Langley Common Road (S)	604	151	115	1424	0.424	601	683	0.0	0.7	4.358	A
1 - Langley Common Road (N)	523	131	178	1089	0.480	520	538	0.0	0.9	6.277	A