Eddisons

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PROPOSED RESIDENTIAL DEVELOPMENT, CROSS ROAD, DEAL (2243)

APPLICATION REFERENCE DOV/21/01822

RESPONSE TO KENT COUNTY COUNCIL COMMENTS – DECEMBER 2022

Introduction

This note has been prepared in response to a Transport Assessment (TA) submitted as part of application ref: DOV/21/01822, received from Kent County Council (KCC) dated 2nd December 2022.

Highway Works

KCC Comment 1

The highway works at Station Road have been subject to delays in relation to the highway boundary. It is understood that this has now been resolved with KCC Agreements, and the S278 works associated with the adjacent site (DOV/20/01125) have been approved.

Eddisons Response to Comment 1

Noted.

KCC Comment 2

As previously noted, a 1 metres footway forms part of the approved application (20/01125) to provide a pedestrian link from the site to Walmer train station. The proposals do not meet Kent Design Guide standards for the number of dwellings now proposed, whereby a minimum footway of 1.8 metres would be appropriate. However, it is considered that the local highway authority are unable to object on this basis as there are alternative routes available.

Eddisons Response to Comment 2

Noted.

Traffic Impact

KCC Comment 3

Dover District are currently reviewing their local plan, which is subject to a Regulation 19 consultation exercise.

Eddisons Response to Comment 3

Noted.

KCC Comment 4

In terms of highways, Policy SAP14 (Land off Cross Road, Deal DEA008) outlines the following:

Primary vehicular, pedestrian and cycle access to the site shall be provided from Cross Road. This should include the widening of, and traffic management improvements to Cross Road along the frontage of the development either as part of the delivery of the site on the opposing side of Cross Road, or independently.

The site is proposed to be accessed via Cross Road, which includes localised widening, and a new traffic calming feature in the form of a priority give-way arrangement is also proposed on Cross Road to allow for the extension to the 30mph zone and to formally control the existing narrow section of Cross Road to the north of the site.

The proposed improvement scheme consists of a priority give-way arrangement with physical kerb line amendments to formalise and traffic calm Station Road. The improvement also provides a new 1.0-metre-wide pedestrian footway and two new pedestrian crossing points in the form of dropped kerbs and tactile paving, which has been outlined above.

Eddisons Response to Comment 4

Noted.

KCC Comment 5

Junction assessments and potential improvements are required at Ellen's Road / Station Road and Station Road / Dover Road / Grams Road junctions.

Eddisons Response to Comment 5

Eddisons have undertaken junction capacity assessments of the Ellen's Road/Station Road and Station Road/Dover Road/Grams Road junctions.

Traffic surveys at the Ellen's Road/Station Road junction were undertaken on Wednesday 1st May 2019 and at the Station Road/Dover Road/Gram's Road junction on Wednesday 14th December 2022. Survey data for the two junctions is included in **Appendix 1**.

The peak hour traffic flows have been converted from Vehicles to Passenger Car Units (PCUs) as shown in **Figure 1**. The same 2026 future year as reported in the submitted TA has been used in the current assessment for consistency. The Ellen's Road/Station Road traffic flows have been factored up to 2026 using the reported 2019-26 peak hour growth factors:

- 2019 to 2026 AM Peak 1.1152
- 2019 to 2026 PM Peak 1.1188

The Station Road/Dover Road/Gram's Road traffic flows have been factored up to 2026 using the TEMPRO-derived growth factors:

- 2022 to 2026 AM Peak 1.0439
- 2022 to 2026 PM Peak 1.0409

The 2026 Factored peak hour traffic flows are shown in **Figure 2**.

The previously reported Application Ref: 14/00361 committed development traffic is shown in **Figure 3** and Application Ref: 20/01125 committed development traffic is shown in **Figure 4**. Total Committed Development Traffic Flows are shown in **Figure 5**.

The 2026 Factored Peak Hour Traffic Flows shown in Figure 2 have been combined with the Total Committed Development Traffic Flows shown in Figure 5 to produce the 2026 Base Peak Hour Traffic Flows shown in **Figure 6**.

The reported development traffic distribution is shown in **Figure 7** and has been applied to the development trip generation to produce the Peak Hour Development Traffic Flows shown in **Figure 8**.

Finally, the 2026 Base flows shown in Figure 6 have been combined with the Development traffic flows shown in Figure 8 to produce the 2026 Base with Development Peak Hour Flows shown in **Figure 9**.

The Station Road/Dover Road/Gram's Road junction has been assessed as a staggered T-junction using the PICADY module of Junctions 9 software. **Table 1** below summarises the 2026 base and Base with Development traffic PICADY outputs. Full PICADY outputs are included in **Appendix 2**.

Manoeuvre	2026 Base				2026 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Gram's Road-A258 Dover Road (S)/ Station Road	0.08	0	0.18	0	0.08	0	0.18	0
Gram's Road-A258 Dover Road (N)	0.06	0	0.07	0	0.06	0	0.07	0
A258 Dover Road (N)/Gram's Road - A258 Dover Road (S)/Station Road	0.14	0	0.23	1	0.15	0	0.24	1
Station Road - A258 Dover Road/Gram's Road	0.74	3	0.97	10	0.79	3	1.00	12
A258 Dover Road (S)/Station Road- A258 Dover Road (N)/Gram's Road	0.18	1	0.14	0	0.18	1	0.14	0

Table 1 Station Road/Dover Road/Gram's Road 2026 PICADY Output Summary

It can be seen in the above table that the junction will operate at close to its absolute capacity during the evening peak along the Station Road approach arm, prior to the addition of development traffic. The addition of development traffic will only add a further 2PCUs to the existing traffic queues along Station Road during the evening peak. This impact is considered minimal and consequently, no mitigation is required.

The Ellen's Road/Station Road junction has also been assessed as a staggered T-junction using the PICADY module of Junctions 9 software. **Table 2** below summarises the 2026 base and Base with Development traffic PICADY outputs. Full PICADY outputs are included in **Appendix 3**.

Manoeuvre	2026 Base				2026 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Coldblow- Ellen's Road/Cross Road	0.01	0	0.01	0	0.01	0	0.01	0
Coldblow- Station Road/Cross Road	0.00	0	0.01	0	0.00	0	0.01	0
Station Road-Coldblow/Ellen's Road/Cross Road	0.07	0	0.10	0	0.08	0	0.12	0
Cross Road- Station Road/Coldblow	0.05	0	0.05	0	0.07	0	0.07	0
Cross Road-Coldblow/Ellen's Road	0.03	0	0.03	0	0.05	0	0.03	0
Ellen's Road- Station Road/Coldblow/ Cross Road	0.00	0	0.00	0	0.00	0	0.00	0

Table 2 Ellen's Road/Station Road 2026 PICADY Output Summary

It can be seen in the above table that the junction will operate efficiently and below its theoretical design capacity (0.85 RFC) both prior to and following the addition of development traffic in the 2026 assessment year.

On this basis, it is considered that no mitigation is required at this junction.

KCC Comment 6

Cross Road and St Richards Road improvements include a pedestrian crossing, dropped kerbs, tactile paving and an extension of the existing double yellow lines to ensure pedestrian visibility is maintained. Vehicle tracking has been submitted to ensure that refuse freighters can turn at the junction. Condition 29 of the consented scheme (DOV/20/01125) secures these works, which I suggest is copied to the current application.

Eddisons Response to Comment 6

Noted.

KCC Comment 7

Bridleway Riding School (Policy SAP16) is currently included in the Regulation 19 Local Plan for 25 dwellings. This site directly fronts Station Road, and has been the subject to local disputes over the extent of the highway boundary. Should this site be bought forward as a planning application, this represents an opportunity to widen the footway / highway appropriately. Currently, highway land is not available to extend the footway beyond 1 metre.

Eddisons Response to Comment 7

Noted.

Station Road / Dover Road / Grams Road junctions

KCC Comment 8

The junction of Station Road / Dover Road and Dover Road / Grams Road junctions currently experience delays. Formal junction assessments are required, including committed developments DOV/14/00361 and 'Phase 1' DOV/20/01125. The MIllers Retreat application is currently completing works subject to Conditions 29 & 30 of the approved application.

In line with the emerging Local Plan and previous comments, it is considered that further local junction assessments are required, including Station Road / Dover Road and Dover Road / Grams Road.

Eddisons Response to Comment 8

This comment has been addressed in our previous response to comment 5.

Summary

Eddisons have reviewed and responded to each of the received comments regarding Highways and Traffic Impact Assessment from Kent County Council in this Technical Note.

It has been demonstrated that:

- Junction capacity analysis has demonstrated the Station Road/Dover Road/Gram's Road junction will operate at close to its absolute capacity prior to the addition of development traffic in the 2026 assessment year.

- The addition of development traffic to the junction will be minimal, only increasing queues by 2PCUs along the Station Road arm during the evening peak

- The Ellen's Road/Station Road junction will operate below its theoretical capacity (0.85RFC) both prior to and following the addition of development traffic in the 2026 assessment year.

- No junction mitigation works are required at either of the junctions assessed.

In summary, there should be no highway objections, on the basis of the traffic impact assessment.

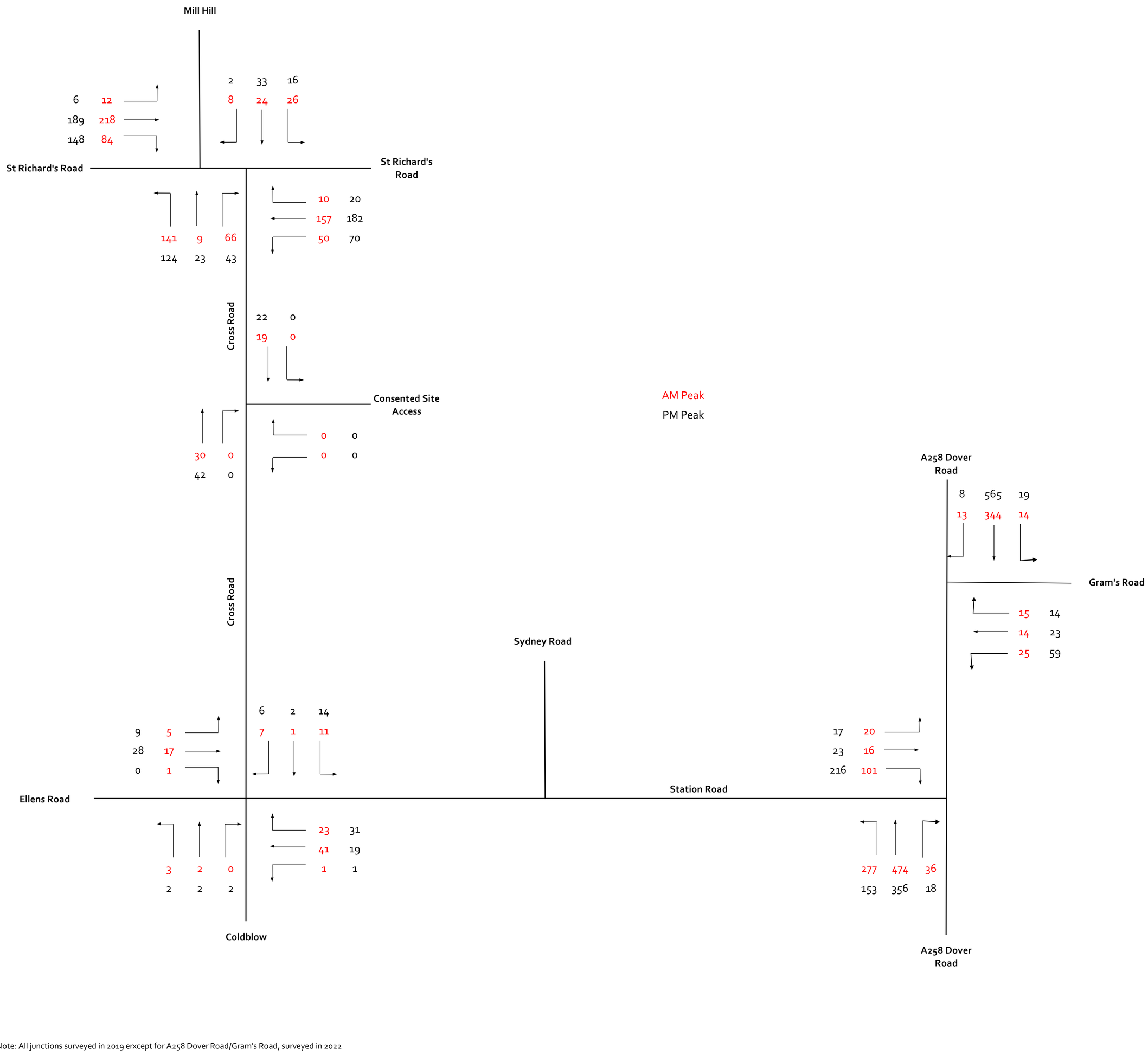
Inclusions

Figure 1	Observed Peak Hour Flows (PCUs)
Figure 2	Factored 2026 Peak Hour Flows (PCUs)
Figure 3	Committed Development (App Ref No 14/00361) Trips
Figure 4	Committed Development (App Ref No 20/01125) Trips
Figure 5	Total Committed Development Trips
Figure 6	Base 2026 Peak Hour Flows (PCUs)
Figure 7	Trip Distribution
Figure 8	Proposed Development Trips (PCUs)
Figure 9	Base with Development 2026 Peak Hour Flows (PCUs)

Appendix 1	Survey Data
Appendix 2	Station Road/Dover Road/Gram's Road PICADY Output
Appendix 3	Ellen's Road/Station Road 2026 PICADY Output

FIGURES

Figure	Title	Calculation
1	Observed Peak Hour Flows (PCUs)	Surveys
2	Factored 2026 Peak Hour Flows (PCUs)	Fig 1 x NTEM
3	Committed Development (App Ref No 14/00361) Trips	TA
4	Committed Development (App Ref No 20/01125) Trips	TA
5	Total Committed Development Trips	Fig 3 + Fig 4
6	Base 2026 Peak Hour Flows (PCUs)	Fig 2 + Fig 5
7	Trip Distribution	
8	Proposed Development Trips (PCUs)	Fig 7 x Trip Gen.
9	Base with Development 2026 Peak Hour Flows (PCUs)	Fig 6 + Fig 8



Note: All junctions surveyed in 2019 erxcept for A258 Dover Road/Gram's Road, surveyed in 2022

Figure 1 - Observed Peak Hour Flows (PCUs)

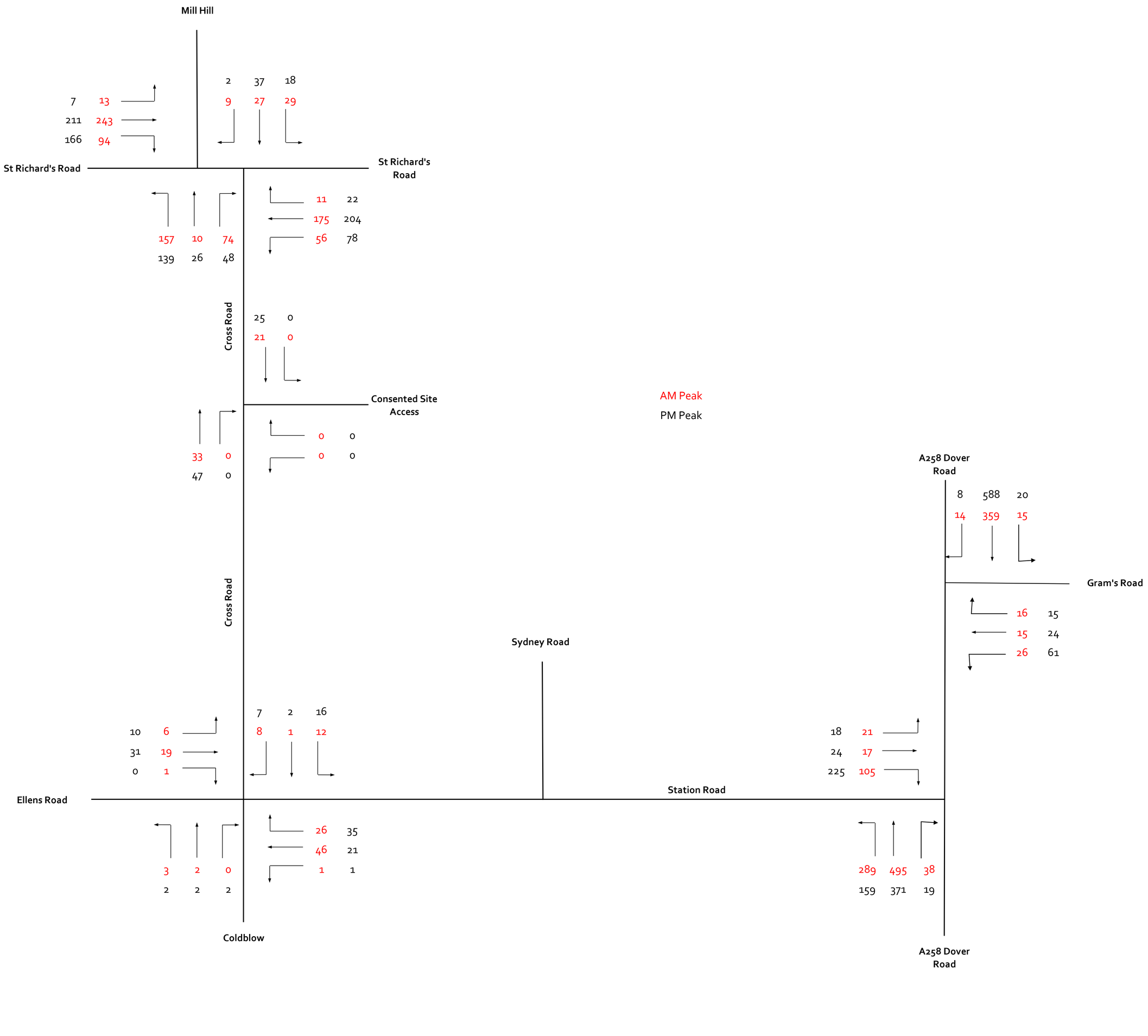


Figure 2 - Factored 2026 Peak Hour Flows (PCUs)

Eddisons

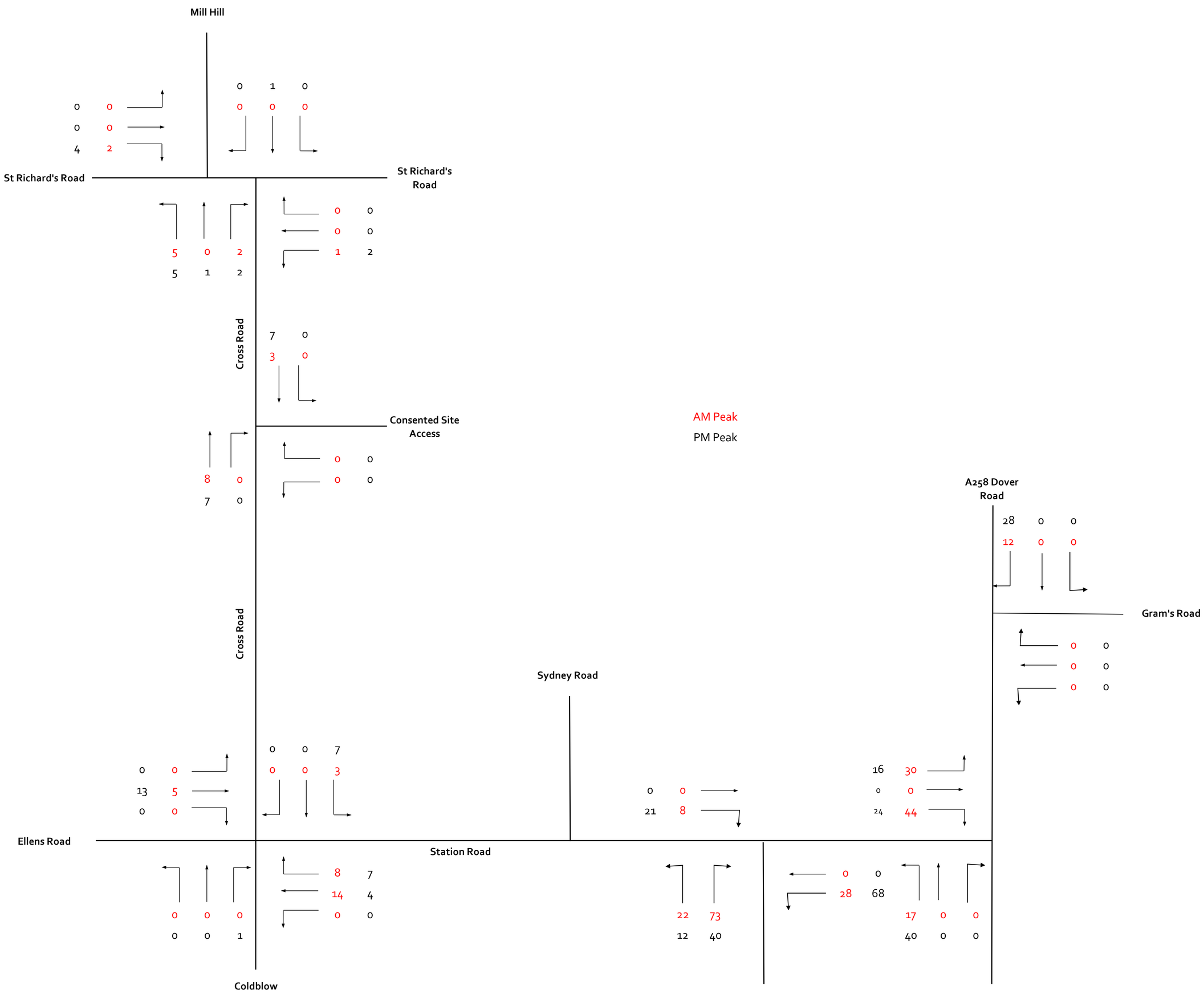


Figure 3 - Committed Development (App Ref No 14/00361) Trips

Eddisons

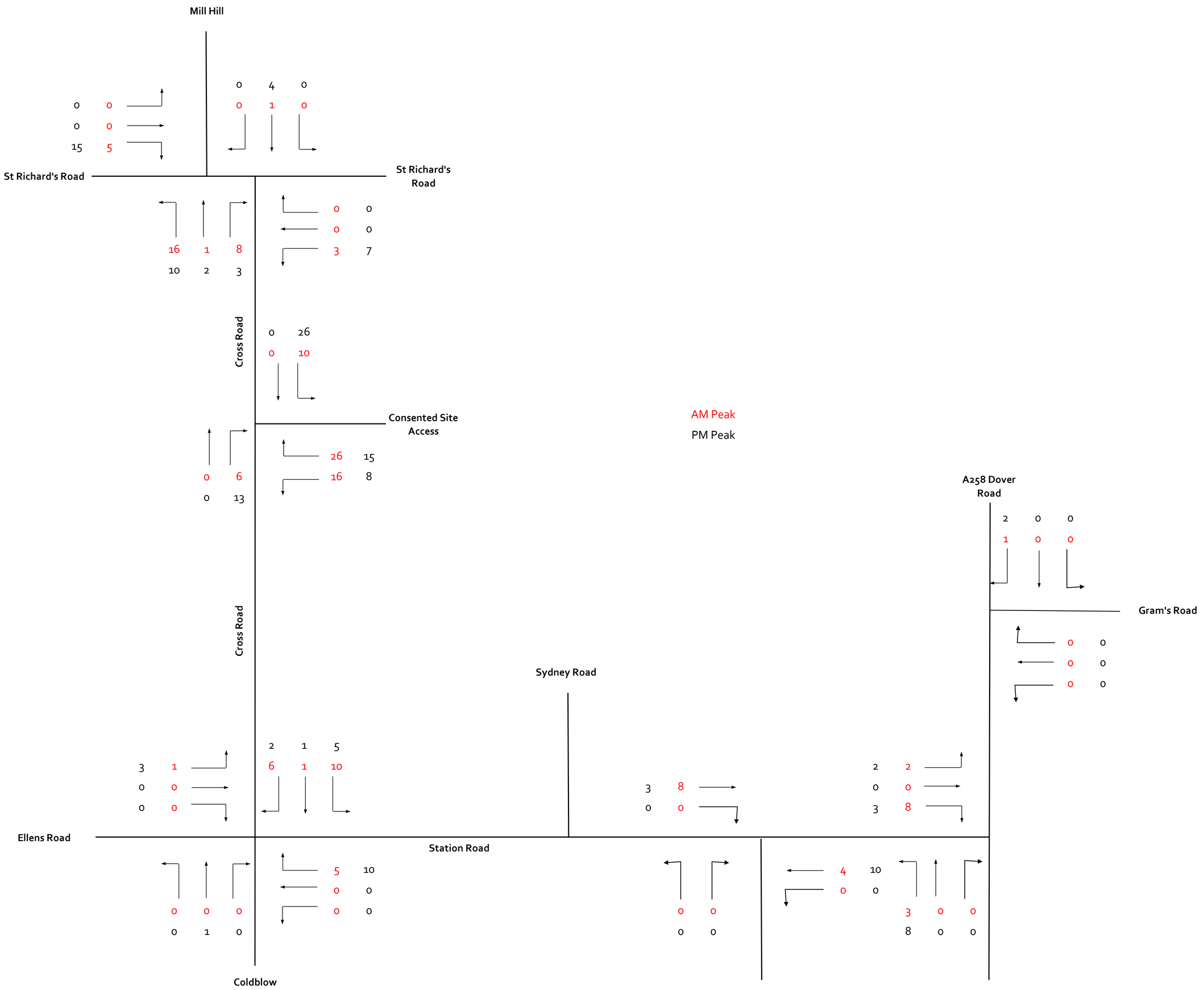


Figure 4 - Committed Development (App Ref No 20/01125) Trips

Eddisons

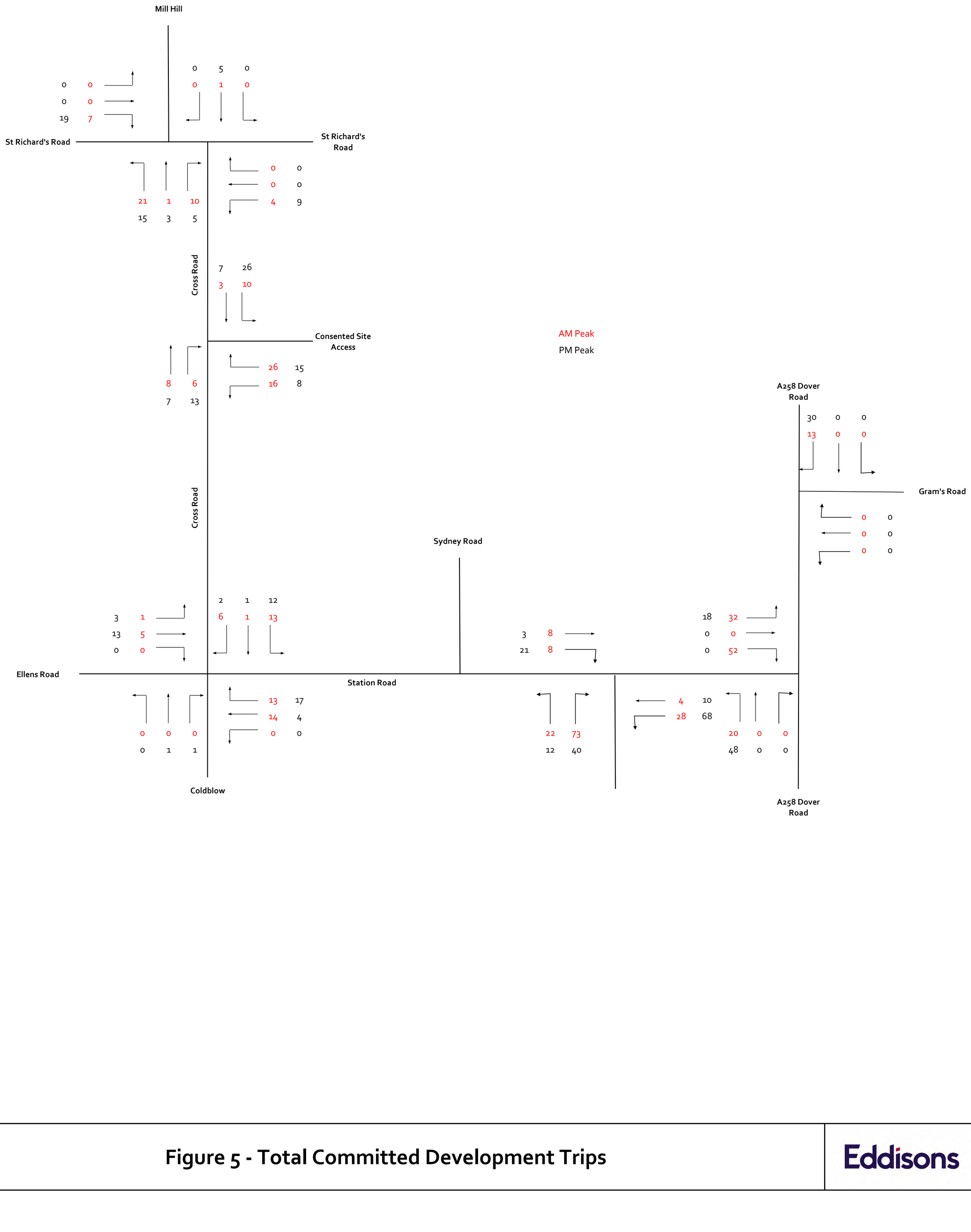


Figure 5 - Total Committed Development Trips

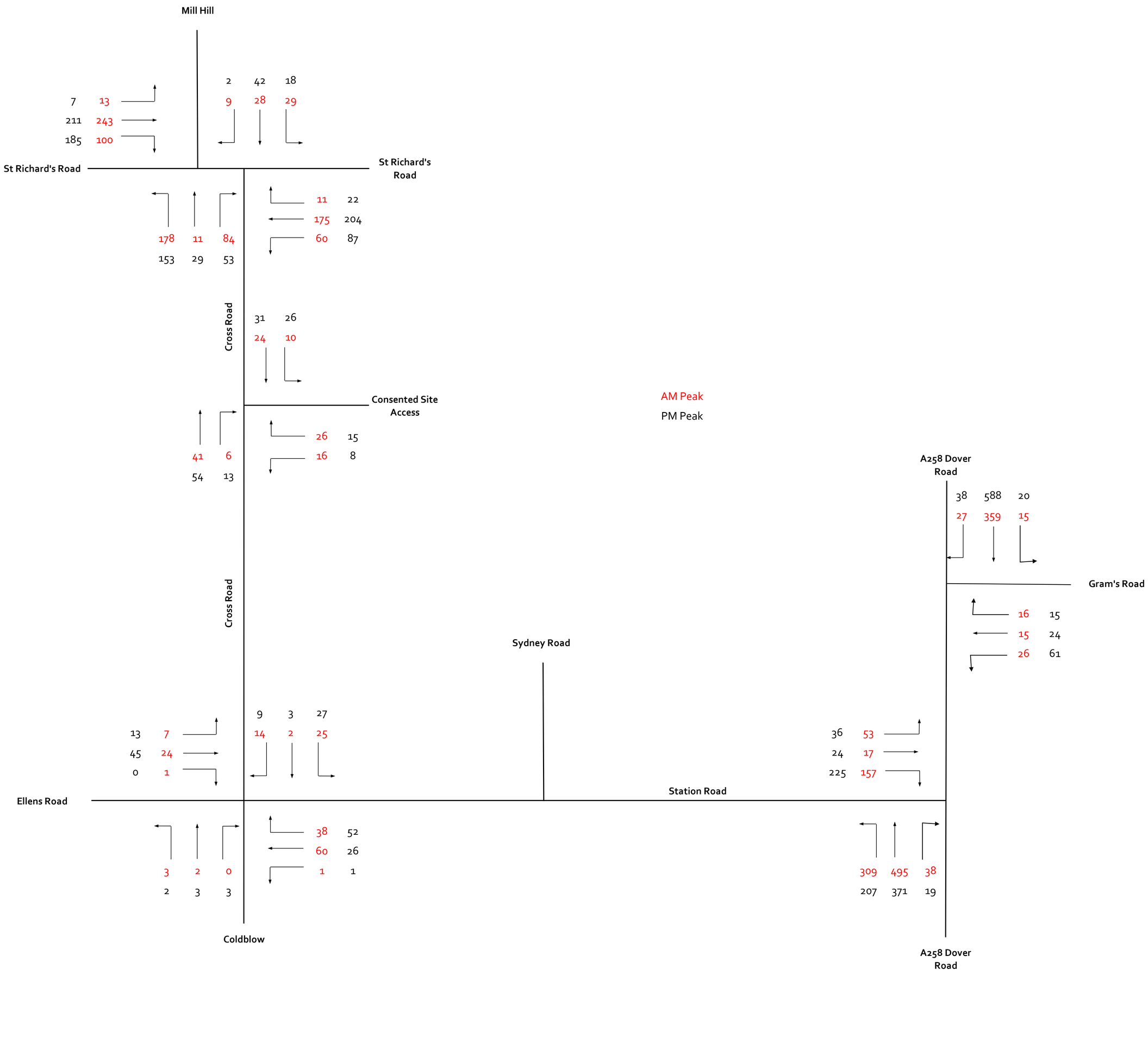


Figure 6 - Base 2026 Peak Hour Flows (PCUs)

Eddisons

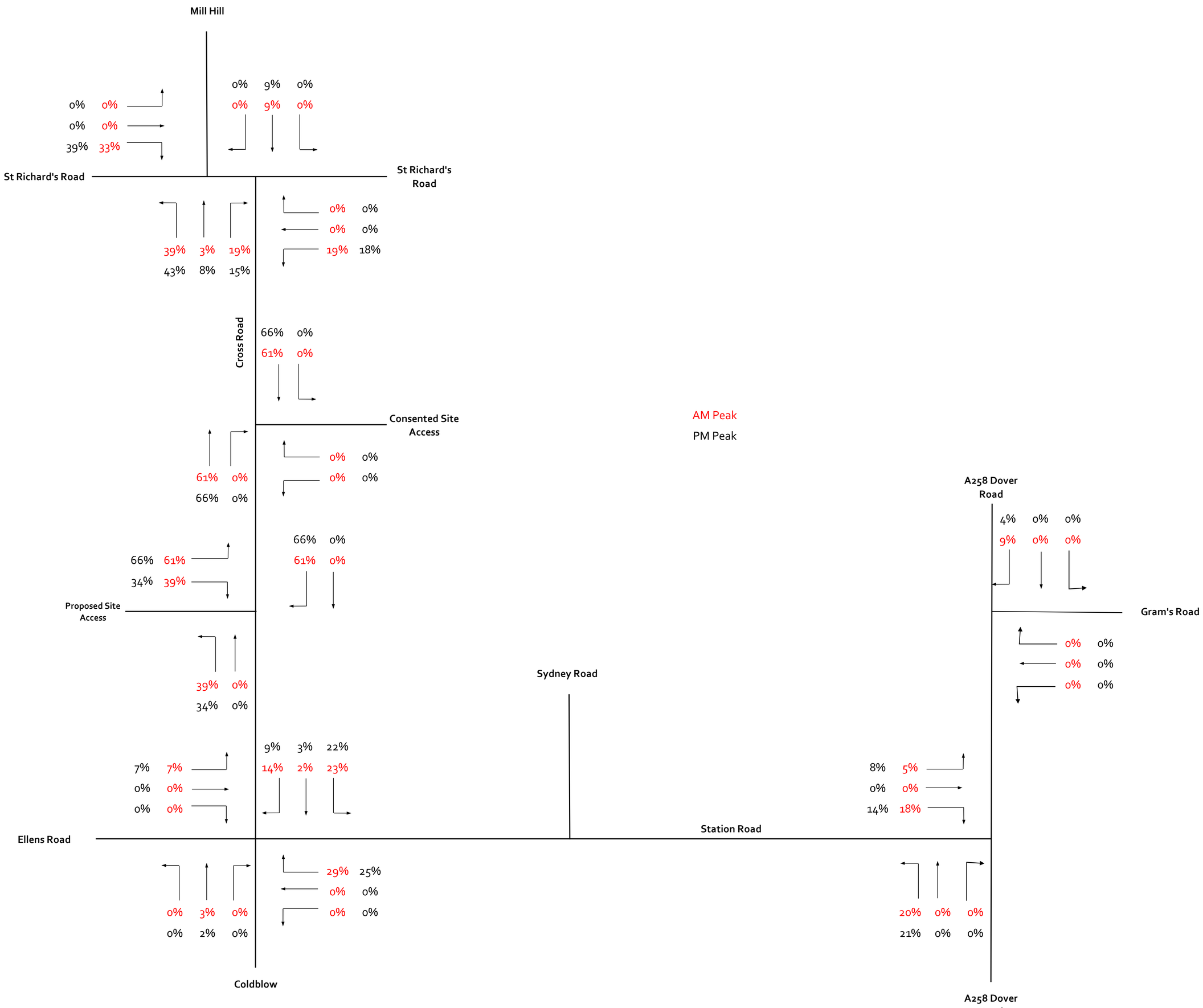


Figure 7 - Trip Distribution

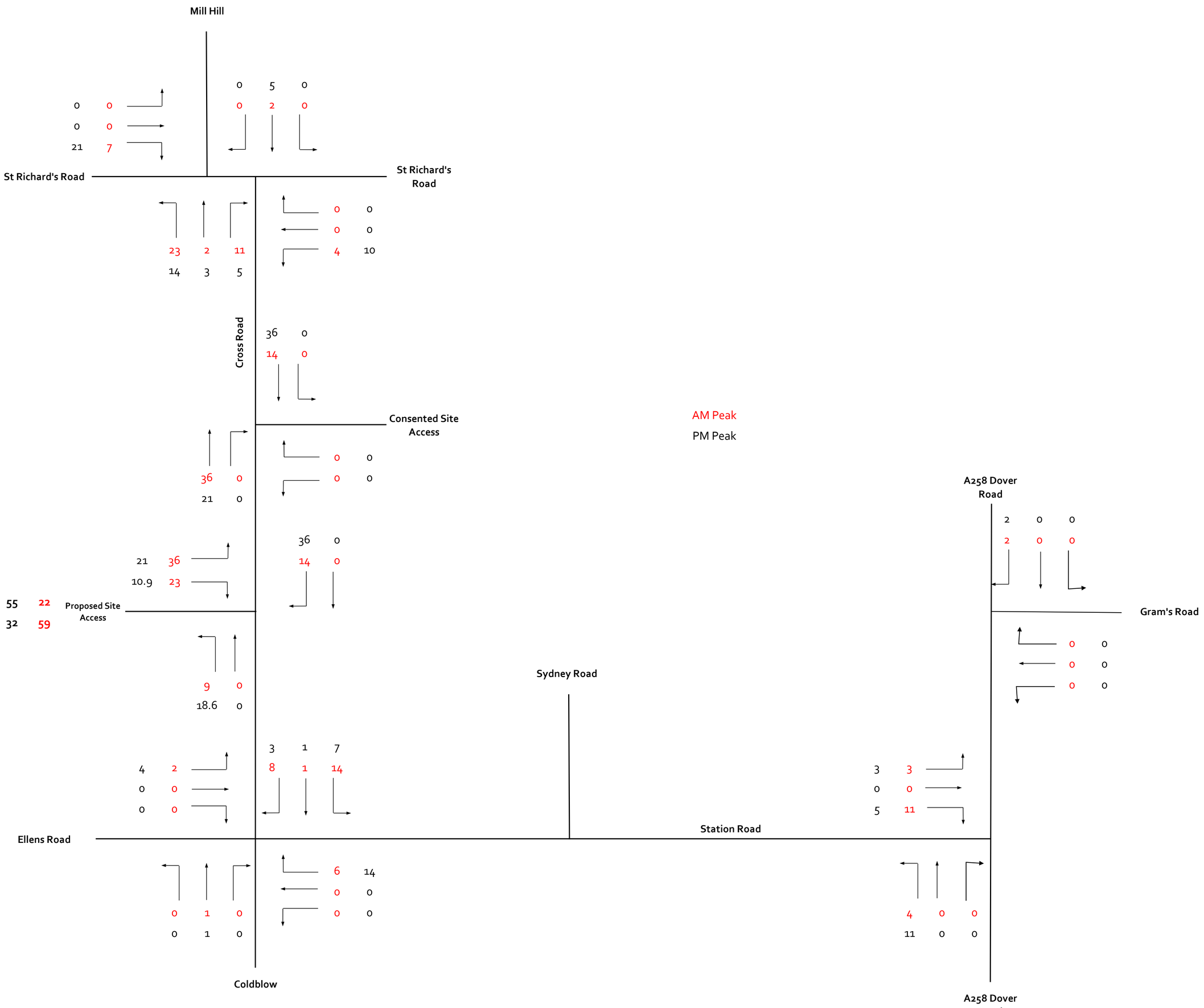


Figure 8 - Proposed Development Trips (PCUs)

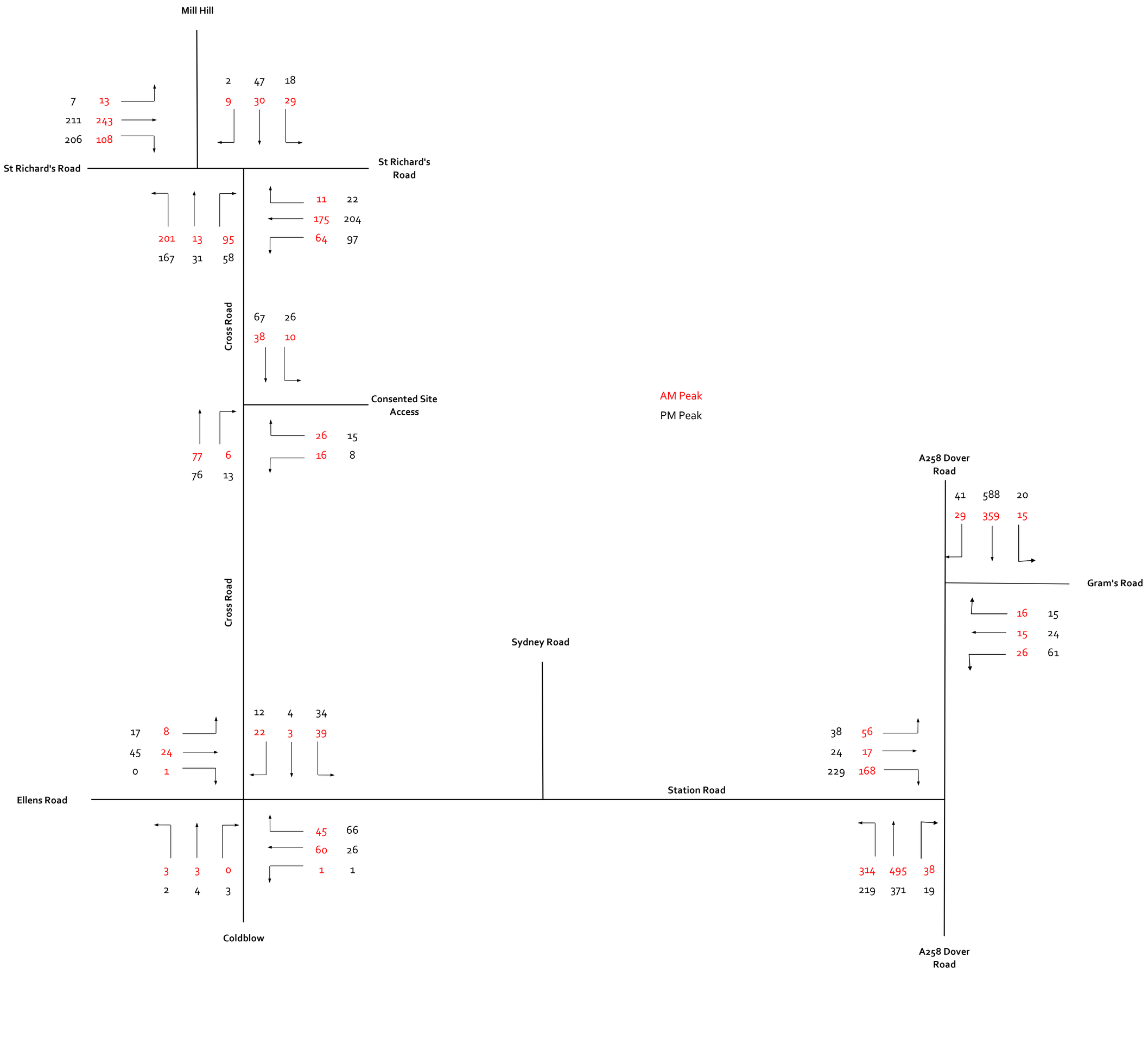


Figure 9 - Base with Development 2026 Peak Hour Flows (PCUs)

Eddisons

APPENDICES

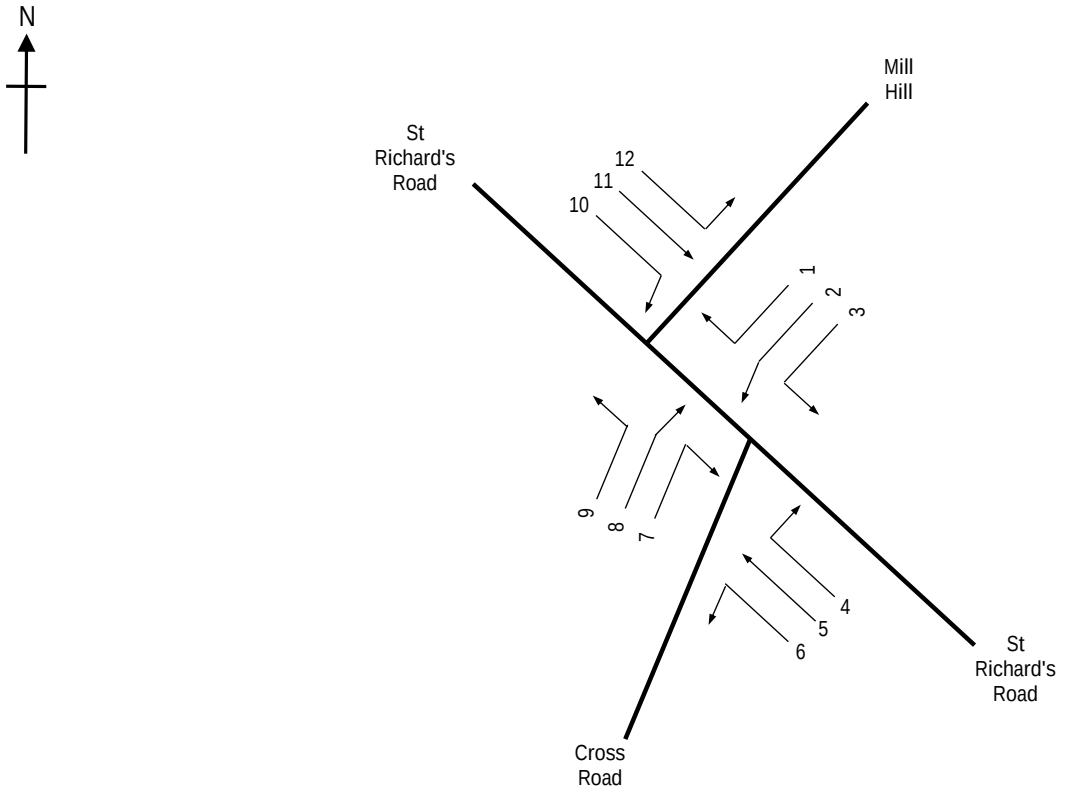
APPENDIX 1

Survey Data

SURVEY CONTROL

Client:	Croft Transport Planning & Design
Client Contact:	Mark Cleary
Survey Location:	Walmer
Date(s) of Survey:	Wednesday 1 May 2019
Notes:	
On Site Supervisor:	Neil Harley
Data Checking:	David Cheng
Survey Reference:	2019.091 Walmer
Status:	Final
Date of Issue:	2 May 2019

JUNCTION 1



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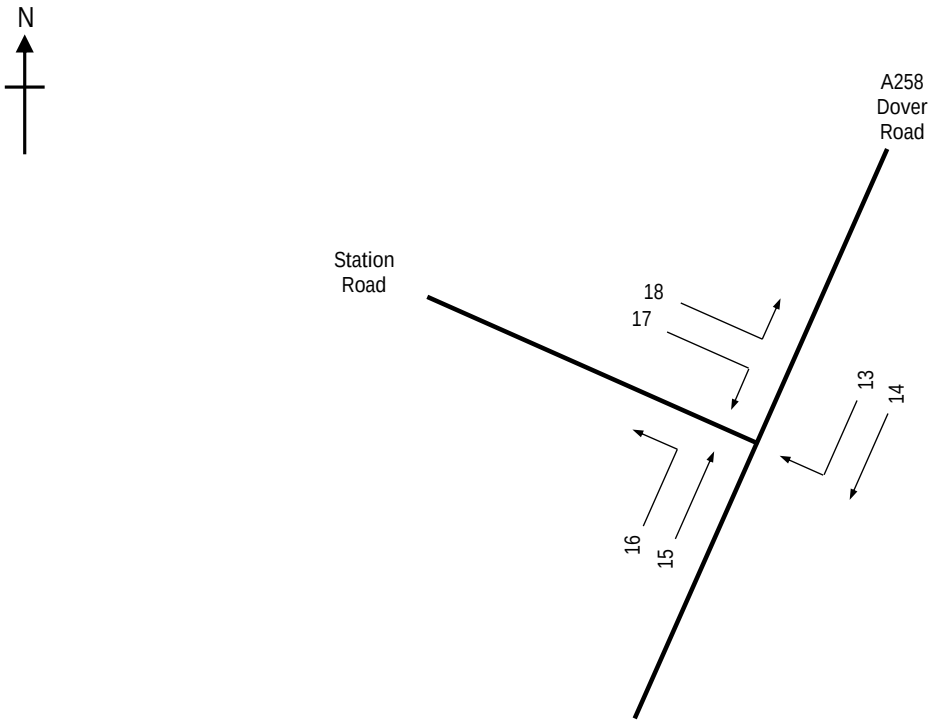
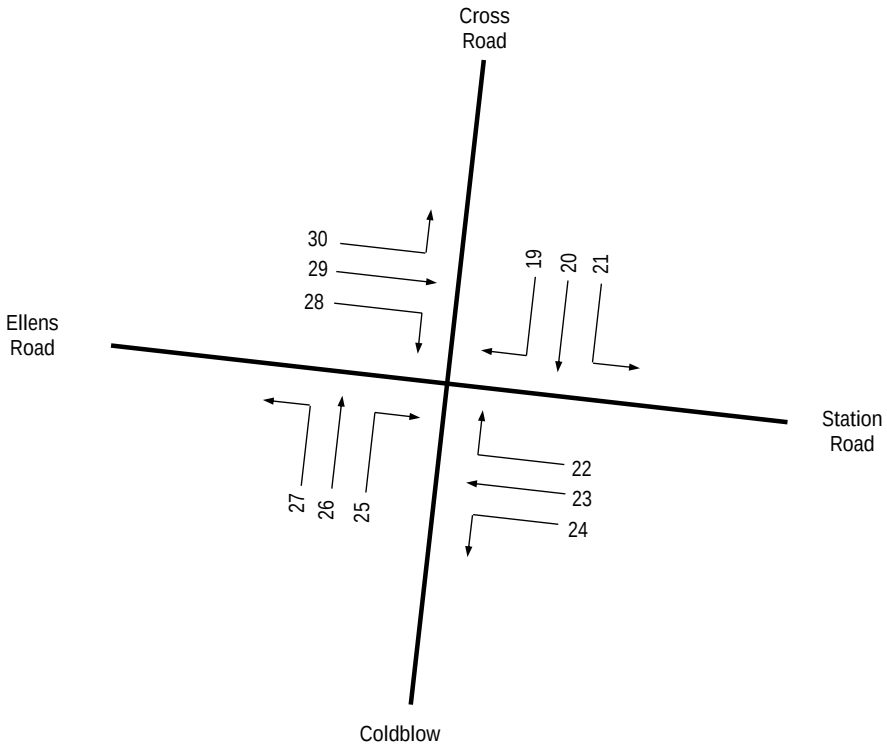


DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2019.091 WALMER			
DRAWN BY: DC	DATE: MAY 2019	SCALE: NTS	REF: FIGURE 1

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

JUNCTION 3



DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2019.091 WALMER			
DRAWN BY: DC	DATE: MAY 2019	SCALE: NTS	REF: FIGURE 2

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

Time Beginning	Mill Hill/St Richard's Road/Cross Road - Wednesday 1 May 2019																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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0745	0	0	4	0	9	0	3	0	45	0	12	0	9	2	2	0	30	0	15	0	60	0	5	0
0800	2	0	5	0	5	0	0	0	36	0	8	2	14	0	1	0	29	2	16	1	56	0	2	0
0815	2	0	7	0	6	0	2	0	31	0	5	0	13	0	1	0	33	0	25	1	48	1	3	0
0830	4	0	8	0	6	0	5	0	45	0	17	2	26	0	5	0	41	2	22	1	50	1	2	0
0845	1	0	4	0	4	0	3	0	47	0	12	0	15	0	4	0	29	2	15	1	38	0	2	0
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0915	0	0	2	0	1	0	1	0	22	0	18	0	9	0	4	0	17	1	19	2	41	1	2	0

Time Beginning	Mill Hill/St Richard's Road/Cross Road - Wednesday 1 May 2019																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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1815	2	0	9	0	1	0	1	0	38	0	18	0	7	0	8	0	35	0	24	1	43	0	0	0

Time Beginning	Station Road/A258 Dover Road - Wednesday 1 May 2019											
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0745	8	0	209	3	100	3	23	0	41	5	10	0
0800	11	1	232	4	103	4	31	3	29	1	6	0
0815	9	3	187	3	92	4	20	0	34	0	10	1
0830	13	0	147	9	94	5	21	2	38	3	14	0
0845	23	0	144	0	132	4	16	1	29	0	20	0
0900	9	0	147	5	109	7	33	2	26	3	12	0
0915	5	2	122	3	96	3	20	1	33	2	16	0

Time Beginning	Station Road/A258 Dover Road - Wednesday 1 May 2019											
	13		14		15		16		17		18	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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1645	13	0	125	2	156	3	54	0	23	0	15	0
1700	13	0	139	4	173	1	53	0	20	2	12	0
1715	9	1	114	0	181	3	68	1	18	0	16	0
1730	14	0	94	5	182	3	56	1	25	1	13	0
1745	10	0	89	1	201	0	52	2	18	0	9	0
1800	13	0	87	0	169	1	62	2	26	1	14	0
1815	8	0	90	0	166	1	33	1	23	0	12	0

Time Beginning	Cross Road/Station Road/Coldblow/Ellens Road - Wednesday 1 May 2019																							
	19		20		21		22		23		24		25		26		27		28		29		30	
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0745	2	0	0	0	4	0	8	0	11	0	1	0	0	0	0	0	1	0	0	0	5	0	1	0
0800	0	0	1	0	2	0	3	1	8	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0
0815	1	0	0	0	2	0	3	0	12	0	0	0	0	0	0	0	2	0	1	0	5	0	2	0
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0915	1	0	0	0	5	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0

Time Beginning	Cross Road/Station Road/Coldblow/Ellens Road - Wednesday 1 May 2019																							
	19		20		21		22		23		24		25		26		27		28		29		30	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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1645	0	1	0	0	1	0	4	0	6	0	1	0	0	0	0	0	1	0	0	0	9	0	2	0
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1715	2	0	2	0	7	0	10	0	5	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
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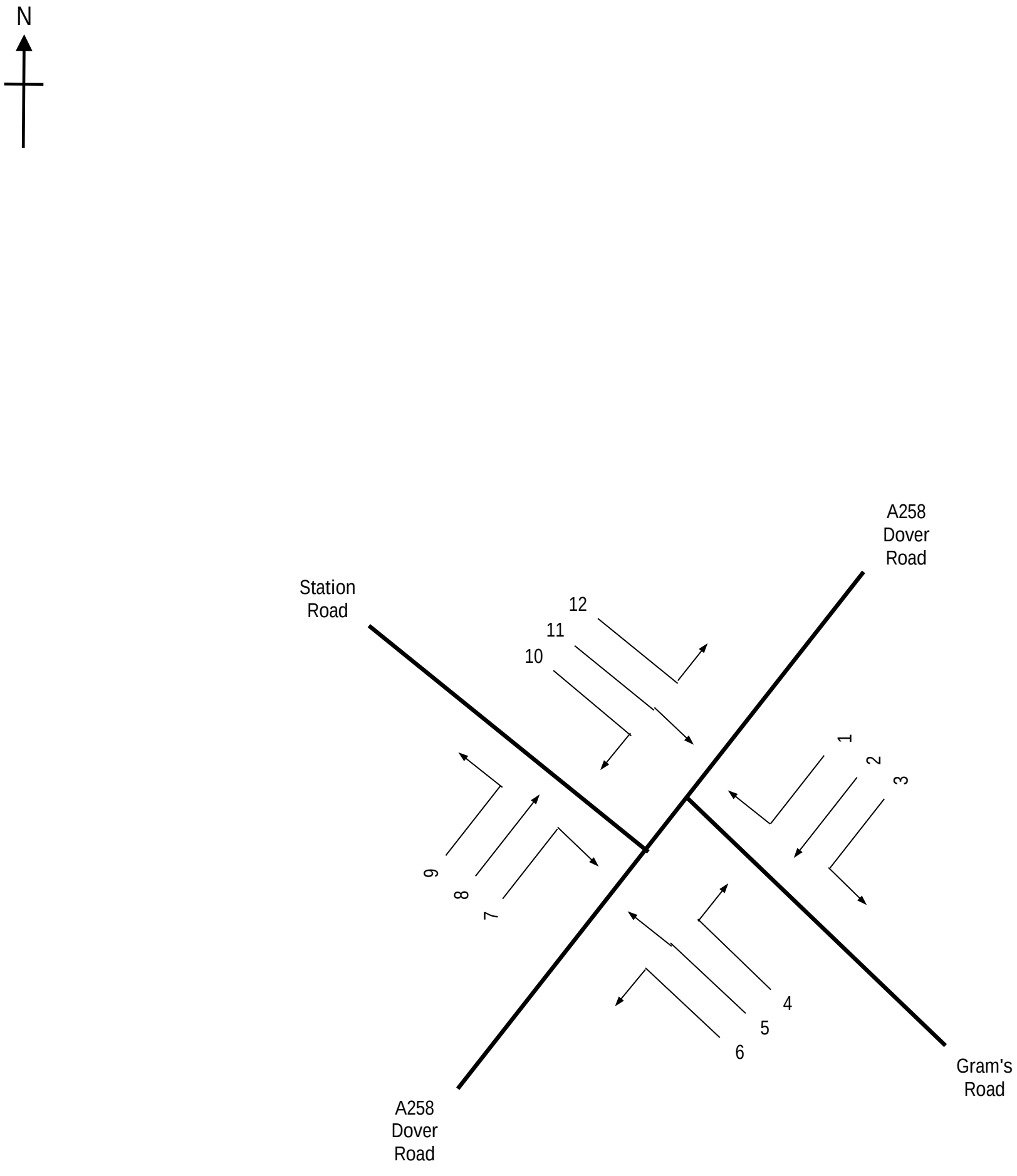
1745	2	0	1	0	2	0	6	0	5	0	1	0	2	0	1	0	2	0	2	0	11	0	2	0
1800	0	0	0	0	4	0	11	0	9	0	0	0	0	0	2	0	0	0	0	0	4	0	2	0
1815	0	0	0	0	6	0	6	0	1	0	2	0	0	0	0	0	1	0	1	0	6	0	2	0

SURVEY CONTROL

Client:	Eddison
Client Contact:	Phil Wooliscroft
Survey Location:	Deal, Kent
Date(s) of Survey:	Tuesday 13th December 2022 Wednesday 14th December 2022
Notes:	Cold but dry weather conditons
On Site Supervisor:	Rachel Wong
Data Checking:	David Cheng
Survey Reference:	22.143 Deal
Status:	Final
Date of Issue:	19th December 2022

JUNCTION 1



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

22.143 DEAL

DRAWN BY	DATE	SCALE	REF
DC	DEC 2022	NTS	FIGURE 1

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

Time Beginning	A258 Dover Road/Gram's Road - Tuesday 13th December 2022																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1630	7	0	87	5	6	0	2	0	4	0	13	2	8	1	108	1	55	1	25	4	7	0	5	0
1645	1	0	77	5	1	0	3	0	4	0	4	1	13	0	110	0	61	1	24	3	4	0	6	0
1700	5	0	78	0	6	0	2	0	3	0	6	1	4	0	121	1	64	1	27	2	6	1	8	0
1715	4	0	77	3	5	0	6	0	6	0	6	0	15	0	112	1	82	1	15	0	2	0	5	0
1730	3	0	96	0	2	0	4	0	1	0	5	0	4	0	123	2	62	1	23	1	2	0	1	0
1745	7	0	61	2	3	0	4	0	5	0	6	1	7	0	123	1	68	0	25	1	1	0	4	0
1800	5	0	52	0	0	0	1	0	2	0	1	0	8	0	129	1	58	0	24	1	1	0	3	0
1815	2	0	55	1	0	0	0	0	3	0	6	0	3	0	99	2	50	2	24	1	6	0	3	0

Time Beginning	A258 Dover Road/Gram's Road - Wednesday 14th December 2022																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	2	0	153	4	1	0	1	0	8	1	8	0	2	0	62	0	22	3	55	0	4	0	2	0
0745	2	0	146	2	2	0	0	0	2	0	11	1	1	0	69	2	31	2	39	5	3	0	2	2
0800	3	0	151	0	1	0	3	0	6	0	10	0	3	0	81	8	36	0	55	1	6	0	5	0
0815	3	0	133	0	8	0	5	0	6	0	17	0	5	0	91	3	38	2	47	2	7	0	2	0
0830	0	0	117	7	8	0	6	0	9	0	19	0	9	0	77	6	32	4	51	4	7	0	4	0
0845	5	0	129	3	3	0	2	0	14	0	10	1	7	0	93	8	38	4	41	0	5	1	3	0
0900	2	0	105	3	4	0	3	0	5	0	13	0	4	1	81	4	23	4	48	4	6	0	4	0
0915	3	0	93	2	3	0	2	0	7	0	6	1	13	0	82	6	30	3	40	1	4	0	7	2

APPENDIX 2

Station Road/Dover Road/Gram's Road PICADY Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

Filename: A258 Dover Road-Station Road-Gram's Road V1.j9
Path: Z:\projects\2243 Cross Road, Deal\Picady
Report generation date: 19/12/2022 11:47:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-CD	D1	0.1	7.04	0.08	A	D2	0.2	8.41	0.18	A
Stream B-A		0.1	12.96	0.06	B		0.1	15.24	0.07	C
Stream AB-CD		0.4	5.70	0.14	A		0.7	4.70	0.23	A
Stream D-ABC		2.7	40.97	0.74	E		10.3	124.32	0.97	F
Stream CD-AB		0.5	4.87	0.18	A		0.4	5.56	0.14	A
	2026 Base with Development									
Stream B-CD	D3	0.1	7.05	0.08	A	D4	0.2	8.43	0.18	A
Stream B-A		0.1	13.01	0.06	B		0.1	15.31	0.07	C
Stream AB-CD		0.4	5.76	0.15	A		0.8	4.79	0.24	A
Stream D-ABC		3.4	49.84	0.79	E		12.4	143.94	1.00	F
Stream CD-AB		0.5	4.86	0.18	A		0.4	5.56	0.14	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\Lee.Worthington
Description	

Units

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

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	08:00	09:30	15
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15
D3	2026 Base with Development	AM	ONE HOUR	08:00	09:30	15
D4	2026 Base with Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		4.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A258 Dover Road (N)		Major
B	Gram's Road		Minor
C	A258 Dover Road (S)		Major
D	Station Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	5.91			154.4	✓	0.00
C	6.69			73.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		9.76	4.43	3.78	3.61	3.61	✓	1.00	16	24
D	One lane	4.44								50	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	663	-	-	-	-	-	0.258	0.258	0.258	-	-
B-A	495	0.087	0.221	0.221	-	-	0.139	0.316	-	0.139	0.316
B-CD	709	0.105	0.267	0.267	-	-	-	-	-	-	-
CD-B	617	0.232	0.232	0.232	-	-	-	-	-	-	-
D-AB	725	-	-	-	-	-	0.282	0.282	0.112	-	-
D-C	574	-	0.167	0.379	0.167	0.379	0.265	0.265	0.105	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	401	100.000
B		✓	57	100.000
C		✓	842	100.000
D		✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	359	27
	B	16	0	26	15
	C	495	38	0	309
	D	53	17	157	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	9	0
	C	1	0	0	1
	D	0	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.08	7.04	0.1	A
B-A	0.06	12.96	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.14	5.70	0.4	A
AB-C				
D-ABC	0.74	40.97	2.7	E
C-D				
C-A				
C-B				
CD-AB	0.18	4.87	0.5	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	625	0.049	31	0.1	6.388	A
B-A	12	359	0.034	12	0.0	10.370	B
A-B	11			11			
A-C	270			270			
A-D	20			20			
AB-CD	53	709	0.075	53	0.1	5.539	A

AB-C	268			268			
D-ABC	171	429	0.399	168	0.7	14.324	B
C-D	233			233			
C-A	373			373			
C-B	29			29			
CD-AB	81	834	0.098	81	0.2	4.852	A
CD-A	372			372			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	608	0.061	37	0.1	6.646	A
B-A	14	332	0.043	14	0.0	11.316	B
A-B	13			13			
A-C	323			323			
A-D	24			24			
AB-CD	72	724	0.100	72	0.2	5.585	A
AB-C	311			311			
D-ABC	204	392	0.521	202	1.1	19.732	C
C-D	278			278			
C-A	445			445			
C-B	34			34			
CD-AB	112	880	0.128	112	0.3	4.760	A
CD-A	429			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	585	0.077	45	0.1	7.036	A
B-A	18	296	0.060	18	0.1	12.936	B
A-B	17			17			
A-C	395			395			
A-D	30			30			
AB-CD	107	748	0.143	106	0.4	5.686	A
AB-C	363			363			
D-ABC	250	340	0.736	244	2.5	37.339	E
C-D	340			340			
C-A	545			545			
C-B	42			42			
CD-AB	167	945	0.176	166	0.5	4.694	A
CD-A	496			496			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	585	0.077	45	0.1	7.038	A
B-A	18	295	0.060	18	0.1	12.960	B
A-B	17			17			
A-C	395			395			
A-D	30			30			
AB-CD	107	749	0.143	107	0.4	5.704	A
AB-C	363			363			
D-ABC	250	340	0.736	249	2.7	40.970	E
C-D	340			340			
C-A	545			545			
C-B	42			42			
CD-AB	168	946	0.178	168	0.5	4.701	A
CD-A	496			496			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	608	0.061	37	0.1	6.652	A
B-A	14	332	0.043	14	0.0	11.347	B
A-B	13			13			
A-C	323			323			
A-D	24			24			
AB-CD	73	725	0.100	73	0.2	5.610	A
AB-C	311			311			
D-ABC	204	391	0.522	210	1.2	21.411	C
C-D	278			278			
C-A	445			445			

C-B	34			34			
CD-AB	114	882	0.130	115	0.3	4.772	A
CD-A	430			430			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	625	0.049	31	0.1	6.397	A
B-A	12	359	0.034	12	0.0	10.391	B
A-B	11			11			
A-C	270			270			
A-D	20			20			
AB-CD	54	709	0.076	54	0.1	5.560	A
AB-C	268			268			
D-ABC	171	428	0.399	173	0.7	14.850	B
C-D	233			233			
C-A	373			373			
C-B	29			29			
CD-AB	83	835	0.099	83	0.2	4.866	A
CD-A	372			372			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		13.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	646	100.000
B		✓	100	100.000
C		✓	597	100.000
D		✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	588	38
	B	15	0	61	24
	C	371	19	0	207
	D	36	24	225	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	2	0
	C	6	0	0	6
	D	13	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.18	8.41	0.2	A
B-A	0.07	15.24	0.1	C
A-B				
A-C				
A-D				
AB-CD	0.23	4.70	0.7	A
AB-C				
D-ABC	0.97	124.32	10.3	F
C-D				
C-A				
C-B				
CD-AB	0.14	5.56	0.4	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	592	0.108	64	0.1	6.904	A
B-A	11	326	0.035	11	0.0	11.417	B
A-B	15			15			
A-C	443			443			
A-D	29			29			
AB-CD	104	887	0.117	102	0.3	4.638	A
AB-C	431			431			
D-ABC	215	415	0.518	210	1.1	18.359	C
C-D	156			156			
C-A	279			279			
C-B	14			14			
CD-AB	55	724	0.076	55	0.1	5.521	A
CD-A	282			282			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	565	0.135	76	0.2	7.468	A
B-A	13	296	0.046	13	0.0	12.742	B
A-B	18			18			
A-C	529			529			
A-D	34			34			
AB-CD	148	938	0.157	147	0.4	4.611	A
AB-C	491			491			
D-ABC	256	377	0.680	252	2.1	29.790	D
C-D	186			186			
C-A	334			334			
C-B	17			17			
CD-AB	75	750	0.100	75	0.2	5.492	A
CD-A	329			329			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	528	0.177	93	0.2	8.404	A
B-A	17	254	0.065	16	0.1	15.159	C
A-B	22			22			
A-C	647			647			
A-D	42			42			
AB-CD	233	1013	0.230	232	0.7	4.681	A
AB-C	550			550			
D-ABC	314	324	0.967	291	7.7	83.460	F
C-D	228			228			
C-A	408			408			
C-B	21			21			
CD-AB	105	786	0.134	105	0.3	5.473	A
CD-A	386			386			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	527	0.177	94	0.2	8.415	A
B-A	17	253	0.065	17	0.1	15.235	C
A-B	22			22			
A-C	647			647			
A-D	42			42			
AB-CD	234	1014	0.230	234	0.7	4.701	A
AB-C	549			549			
D-ABC	314	324	0.968	303	10.3	124.322	F
C-D	228			228			
C-A	408			408			
C-B	21			21			
CD-AB	108	787	0.137	108	0.4	5.506	A
CD-A	385			385			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	565	0.135	77	0.2	7.484	A
B-A	13	294	0.046	14	0.0	12.830	B
A-B	18			18			
A-C	529			529			
A-D	34			34			
AB-CD	149	940	0.158	150	0.4	4.639	A
AB-C	491			491			
D-ABC	256	377	0.681	287	2.5	52.389	F
C-D	186			186			
C-A	334			334			
C-B	17			17			
CD-AB	81	753	0.108	82	0.3	5.559	A
CD-A	330			330			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	592	0.108	64	0.1	6.921	A
B-A	11	326	0.035	11	0.0	11.451	B
A-B	15			15			
A-C	443			443			
A-D	29			29			
AB-CD	105	888	0.118	105	0.3	4.664	A
AB-C	431			431			
D-ABC	215	414	0.518	220	1.2	20.221	C
C-D	156			156			
C-A	279			279			
C-B	14			14			
CD-AB	57	725	0.079	58	0.2	5.558	A
CD-A	283			283			

2026 Base with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		5.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base with Development	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	403	100.000
B		✓	57	100.000
C		✓	847	100.000
D		✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	359	29
	B	16	0	26	15
	C	495	38	0	314
	D	56	17	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	9	0
	C	1	0	0	1
	D	0	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.08	7.05	0.1	A
B-A	0.06	13.01	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.15	5.76	0.4	A
AB-C				
D-ABC	0.79	49.84	3.4	E
C-D				
C-A				
C-B				
CD-AB	0.18	4.86	0.5	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	625	0.049	31	0.1	6.393	A
B-A	12	358	0.034	12	0.0	10.381	B
A-B	11			11			
A-C	270			270			
A-D	22			22			
AB-CD	56	708	0.079	55	0.1	5.568	A
AB-C	267			267			
D-ABC	181	427	0.425	178	0.8	14.995	B
C-D	236			236			
C-A	373			373			
C-B	29			29			
CD-AB	82	835	0.098	81	0.2	4.846	A
CD-A	374			374			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	608	0.061	37	0.1	6.652	A
B-A	14	332	0.043	14	0.0	11.344	B
A-B	13			13			
A-C	323			323			
A-D	26			26			
AB-CD	76	723	0.105	76	0.2	5.624	A
AB-C	310			310			
D-ABC	217	389	0.556	215	1.2	21.292	C
C-D	282			282			
C-A	445			445			
C-B	34			34			
CD-AB	113	881	0.128	112	0.3	4.753	A
CD-A	431			431			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	584	0.077	45	0.1	7.044	A
B-A	18	295	0.060	18	0.1	12.981	B
A-B	17			17			
A-C	395			395			
A-D	32			32			
AB-CD	112	747	0.150	112	0.4	5.744	A
AB-C	360			360			
D-ABC	265	337	0.787	258	3.2	43.610	E
C-D	346			346			
C-A	545			545			
C-B	42			42			
CD-AB	167	947	0.177	166	0.5	4.687	A
CD-A	498			498			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	584	0.077	45	0.1	7.046	A
B-A	18	294	0.060	18	0.1	13.010	B
A-B	17			17			
A-C	395			395			
A-D	32			32			
AB-CD	113	748	0.151	113	0.4	5.760	A
AB-C	360			360			
D-ABC	265	337	0.787	264	3.4	49.835	E
C-D	346			346			
C-A	545			545			
C-B	42			42			
CD-AB	169	948	0.178	169	0.5	4.694	A
CD-A	498			498			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	608	0.061	37	0.1	6.658	A
B-A	14	331	0.043	14	0.0	11.378	B
A-B	13			13			
A-C	323			323			
A-D	26			26			
AB-CD	76	724	0.105	77	0.2	5.650	A
AB-C	309			309			
D-ABC	217	389	0.557	225	1.4	23.931	C
C-D	282			282			
C-A	445			445			
C-B	34			34			
CD-AB	115	884	0.130	116	0.3	4.766	A
CD-A	432			432			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	625	0.049	31	0.1	6.399	A
B-A	12	358	0.034	12	0.0	10.412	B
A-B	11			11			
A-C	270			270			
A-D	22			22			
AB-CD	56	709	0.079	57	0.2	5.588	A
AB-C	267			267			
D-ABC	181	426	0.425	184	0.8	15.664	C
C-D	236			236			
C-A	373			373			
C-B	29			29			
CD-AB	83	836	0.099	84	0.2	4.861	A
CD-A	374			374			

2026 Base with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		15.71	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base with Development	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	649	100.000
B		✓	100	100.000
C		✓	609	100.000
D		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	588	41
	B	15	0	61	24
	C	371	19	0	219
	D	38	24	229	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	2	0
	C	6	0	0	6
	D	13	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.18	8.43	0.2	A
B-A	0.07	15.31	0.1	C
A-B				
A-C				
A-D				
AB-CD	0.24	4.79	0.8	A
AB-C				
D-ABC	1.00	143.94	12.4	F
C-D				
C-A				
C-B				
CD-AB	0.14	5.56	0.4	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	591	0.108	64	0.1	6.912	A
B-A	11	326	0.035	11	0.0	11.442	B
A-B	15			15			
A-C	443			443			
A-D	31			31			
AB-CD	109	885	0.123	108	0.3	4.679	A
AB-C	428			428			
D-ABC	219	413	0.530	214	1.1	18.860	C
C-D	165			165			
C-A	279			279			
C-B	14			14			
CD-AB	56	725	0.077	55	0.1	5.518	A
CD-A	284			284			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	564	0.135	76	0.2	7.479	A
B-A	13	295	0.046	13	0.0	12.779	B
A-B	18			18			
A-C	529			529			
A-D	37			37			
AB-CD	156	937	0.166	155	0.4	4.668	A
AB-C	486			486			
D-ABC	262	375	0.697	257	2.2	31.355	D
C-D	197			197			
C-A	334			334			
C-B	17			17			
CD-AB	75	751	0.100	75	0.2	5.488	A
CD-A	330			330			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	527	0.178	93	0.2	8.422	A
B-A	17	253	0.065	16	0.1	15.225	C
A-B	22			22			
A-C	647			647			
A-D	45			45			
AB-CD	245	1011	0.243	244	0.8	4.772	A
AB-C	540			540			
D-ABC	320	322	0.995	294	8.9	92.144	F
C-D	241			241			
C-A	408			408			
C-B	21			21			
CD-AB	105	786	0.133	104	0.3	5.465	A
CD-A	387			387			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	527	0.178	94	0.2	8.433	A
B-A	17	252	0.066	17	0.1	15.313	C
A-B	22			22			
A-C	647			647			
A-D	45			45			
AB-CD	246	1012	0.243	246	0.8	4.790	A
AB-C	540			540			
D-ABC	320	322	0.995	306	12.4	143.939	F
C-D	241			241			
C-A	408			408			
C-B	21			21			
CD-AB	108	788	0.137	108	0.4	5.499	A
CD-A	387			387			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	564	0.135	77	0.2	7.492	A
B-A	13	293	0.046	14	0.0	12.886	B
A-B	18			18			
A-C	529			529			
A-D	37			37			
AB-CD	156	938	0.167	158	0.5	4.696	A
AB-C	486			486			
D-ABC	262	375	0.698	300	2.8	64.703	F
C-D	197			197			
C-A	334			334			
C-B	17			17			
CD-AB	83	755	0.110	83	0.3	5.557	A
CD-A	332			332			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	591	0.108	64	0.1	6.932	A
B-A	11	325	0.035	11	0.0	11.480	B
A-B	15			15			
A-C	443			443			
A-D	31			31			
AB-CD	110	887	0.124	110	0.3	4.705	A
AB-C	428			428			
D-ABC	219	413	0.531	225	1.3	21.056	C
C-D	165			165			
C-A	279			279			
C-B	14			14			
CD-AB	57	726	0.079	58	0.2	5.558	A
CD-A	284			284			

APPENDIX 3

Ellen's Road/Station Road 2026 PICADY Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

Filename: Ellen's Rd-Station Rd-Cross Rd-Coldblow V1.j9
Path: Z:\projects\2243 Cross Road, Deal\Picady
Report generation date: 21/12/2022 10:19:56

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-CD	D1	0.0	6.82	0.01	A	D2	0.0	6.94	0.01	A
Stream B-AD		0.0	8.52	0.00	A		0.0	8.51	0.01	A
Stream A-BCD		0.1	5.90	0.07	A		0.1	6.38	0.10	A
Stream D-AB		0.0	6.12	0.05	A		0.1	6.18	0.05	A
Stream D-BC		0.0	7.78	0.03	A		0.0	9.54	0.03	A
Stream C-ABD		0.0	5.82	0.00	A		0.0	0.00	0.00	A
	2026 Base with Development									
Stream B-CD	D3	0.0	6.82	0.01	A	D4	0.0	7.13	0.01	A
Stream B-AD		0.0	8.41	0.00	A		0.0	8.62	0.01	A
Stream A-BCD		0.1	5.99	0.08	A		0.1	6.58	0.12	A
Stream D-AB		0.1	6.33	0.07	A		0.1	6.30	0.07	A
Stream D-BC		0.1	8.00	0.05	A		0.0	9.76	0.03	A
Stream C-ABD		0.0	5.84	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	21/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\Lee.Worthington
Description	

Units

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

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	08:00	09:30	15
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15
D3	2026 Base with Development	AM	ONE HOUR	08:00	09:30	15
D4	2026 Base with Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road		Major
B	Coldblow		Minor
C	Ellen's Road		Major
D	Cross Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	4.00			82.1	✓	0.00
C	4.00			99.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	5.30	2.20	2.20	2.20	2.20	✓	1.00	48	9
D	One lane plus flare	7.49	2.80	2.30	2.30	2.30	✓	1.00	70	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	622	-	-	-	-	-	-	0.262	0.374	0.262	-	-	-
B-A	453	0.090	0.227	0.227	-	-	-	0.143	0.324	-	0.227	0.227	0.113
B-C	591	0.099	0.249	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	467	0.092	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
B-D, offside lane	453	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
C-B	631	0.266	0.266	0.380	-	-	-	-	-	-	-	-	-
D-A	638	-	-	-	-	-	-	0.269	-	0.106	-	-	-
D-B, nearside lane	511	0.161	0.161	0.365	-	-	-	0.256	0.256	0.101	-	-	-
D-B, offside lane	515	0.162	0.162	0.368	-	-	-	0.258	0.258	0.102	-	-	-
D-C	515	-	0.162	0.368	0.129	0.258	0.258	0.258	0.258	0.102	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	99	100.000
B		✓	5	100.000
C		✓	32	100.000
D		✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	60	38
	B	0	0	3	2
	C	24	1	0	7
	D	25	2	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	10
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	6.82	0.0	A
B-AD	0.00	8.52	0.0	A
A-BCD	0.07	5.90	0.1	A
A-B				
A-C				
D-AB	0.05	6.12	0.0	A
D-BC	0.03	7.78	0.0	A
C-ABD	0.00	5.82	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	539	0.006	3	0.0	6.710	A
B-AD	0.75	433	0.002	0.75	0.0	8.327	A

A-BCD	31	645	0.048	31	0.1	5.854	A
A-B	0.72			0.72			
A-C	43			43			
D-AB	20	621	0.032	19	0.0	5.978	A
D-BC	11	490	0.023	11	0.0	7.512	A
C-ABD	0.78	624	0.001	0.78	0.0	5.782	A
C-D	5			5			
C-A	18			18			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	536	0.007	4	0.0	6.755	A
B-AD	0.90	429	0.002	0.90	0.0	8.407	A
A-BCD	37	650	0.057	37	0.1	5.874	A
A-B	0.85			0.85			
A-C	51			51			
D-AB	23	619	0.038	23	0.0	6.040	A
D-BC	13	486	0.028	13	0.0	7.621	A
C-ABD	0.94	622	0.002	0.94	0.0	5.798	A
C-D	6			6			
C-A	22			22			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	532	0.008	4	0.0	6.818	A
B-AD	1	424	0.003	1	0.0	8.520	A
A-BCD	47	657	0.071	47	0.1	5.902	A
A-B	1			1			
A-C	61			61			
D-AB	29	616	0.046	29	0.0	6.123	A
D-BC	16	479	0.034	16	0.0	7.779	A
C-ABD	1	620	0.002	1	0.0	5.820	A
C-D	8			8			
C-A	26			26			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	532	0.008	4	0.0	6.819	A
B-AD	1	424	0.003	1	0.0	8.520	A
A-BCD	47	657	0.071	47	0.1	5.902	A
A-B	1			1			
A-C	61			61			
D-AB	29	616	0.047	29	0.0	6.124	A
D-BC	16	479	0.034	16	0.0	7.779	A
C-ABD	1	620	0.002	1	0.0	5.820	A
C-D	8			8			
C-A	26			26			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	536	0.007	4	0.0	6.756	A
B-AD	0.90	429	0.002	0.90	0.0	8.409	A
A-BCD	37	650	0.057	37	0.1	5.876	A
A-B	0.85			0.85			
A-C	51			51			
D-AB	23	619	0.038	23	0.0	6.043	A
D-BC	13	486	0.028	13	0.0	7.625	A
C-ABD	0.94	622	0.002	0.94	0.0	5.800	A
C-D	6			6			
C-A	22			22			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	539	0.006	3	0.0	6.714	A
B-AD	0.75	433	0.002	0.75	0.0	8.328	A
A-BCD	31	645	0.048	31	0.1	5.858	A
A-B	0.72			0.72			

A-C	43			43			
D-AB	20	621	0.032	20	0.0	5.982	A
D-BC	11	490	0.023	11	0.0	7.515	A
C-ABD	0.78	624	0.001	0.78	0.0	5.786	A
C-D	5			5			
C-A	18			18			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	79	100.000
B		✓	8	100.000
C		✓	58	100.000
D		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	26	52
	B	3	0	2	3
	C	45	0	0	13
	D	27	3	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	6.94	0.0	A
B-AD	0.01	8.51	0.0	A
A-BCD	0.10	6.38	0.1	A
A-B				
A-C				
D-AB	0.05	6.18	0.1	A
D-BC	0.03	9.54	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	530	0.005	3	0.0	6.824	A
B-AD	3	439	0.008	3	0.0	8.266	A
A-BCD	40	624	0.065	40	0.1	6.168	A
A-B	0.70			0.70			
A-C	18			18			
D-AB	21	621	0.035	21	0.0	6.005	A
D-BC	8	465	0.017	8	0.0	9.190	A
C-ABD	0	611	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	34			34			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	527	0.006	3	0.0	6.871	A
B-AD	4	434	0.009	4	0.0	8.367	A
A-BCD	49	624	0.078	49	0.1	6.256	A
A-B	0.83			0.83			
A-C	22			22			
D-AB	26	618	0.042	26	0.0	6.080	A
D-BC	9	460	0.020	9	0.0	9.334	A
C-ABD	0	607	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	40			40			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	523	0.007	4	0.0	6.936	A
B-AD	5	428	0.012	5	0.0	8.508	A
A-BCD	60	625	0.096	60	0.1	6.377	A
A-B	0.99			0.99			
A-C	26			26			
D-AB	31	614	0.051	31	0.1	6.181	A
D-BC	12	452	0.025	11	0.0	9.535	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	50			50			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	523	0.007	4	0.0	6.936	A
B-AD	5	428	0.012	5	0.0	8.508	A
A-BCD	60	625	0.096	60	0.1	6.377	A

A-B	0.99			0.99			
A-C	26			26			
D-AB	31	614	0.051	31	0.1	6.182	A
D-BC	12	452	0.025	12	0.0	9.536	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	50			50			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	527	0.006	3	0.0	6.874	A
B-AD	4	434	0.009	4	0.0	8.368	A
A-BCD	49	624	0.078	49	0.1	6.261	A
A-B	0.83			0.83			
A-C	22			22			
D-AB	26	618	0.042	26	0.0	6.081	A
D-BC	9	459	0.020	9	0.0	9.337	A
C-ABD	0	607	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	40			40			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	530	0.005	3	0.0	6.828	A
B-AD	3	439	0.008	3	0.0	8.271	A
A-BCD	40	624	0.065	41	0.1	6.175	A
A-B	0.70			0.70			
A-C	18			18			
D-AB	21	621	0.035	22	0.0	6.011	A
D-BC	8	465	0.017	8	0.0	9.196	A
C-ABD	0	611	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	34			34			

2026 Base with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base with Development	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	6	100.000
C		✓	33	100.000
D		✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	60	45
	B	0	0	3	3
	C	24	1	0	8
	D	39	3	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	10
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	6.82	0.0	A
B-AD	0.00	8.41	0.0	A
A-BCD	0.08	5.99	0.1	A
A-B				
A-C				
D-AB	0.07	6.33	0.1	A
D-BC	0.05	8.00	0.1	A
C-ABD	0.00	5.84	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	541	0.006	3	0.0	6.699	A
B-AD	1	440	0.003	1	0.0	8.206	A
A-BCD	36	645	0.057	36	0.1	5.912	A
A-B	0.71			0.71			
A-C	43			43			
D-AB	31	619	0.049	30	0.1	6.111	A
D-BC	18	488	0.036	18	0.0	7.644	A
C-ABD	0.78	622	0.001	0.78	0.0	5.797	A
C-D	6			6			
C-A	18			18			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	537	0.008	4	0.0	6.751	A
B-AD	1	435	0.003	1	0.0	8.292	A
A-BCD	44	650	0.068	44	0.1	5.943	A
A-B	0.84			0.84			
A-C	50			50			
D-AB	36	617	0.059	36	0.1	6.203	A
D-BC	21	483	0.044	21	0.0	7.790	A
C-ABD	0.94	620	0.002	0.94	0.0	5.816	A
C-D	7			7			
C-A	22			22			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	532	0.009	5	0.0	6.823	A
B-AD	2	430	0.004	2	0.0	8.413	A
A-BCD	55	656	0.084	55	0.1	5.989	A
A-B	1			1			
A-C	60			60			
D-AB	45	613	0.073	45	0.1	6.332	A
D-BC	26	476	0.054	26	0.1	7.994	A
C-ABD	1	618	0.002	1	0.0	5.841	A
C-D	9			9			
C-A	26			26			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	532	0.009	5	0.0	6.823	A
B-AD	2	429	0.004	2	0.0	8.414	A
A-BCD	55	656	0.084	55	0.1	5.990	A

A-B	1			1			
A-C	60			60			
D-AB	45	613	0.073	45	0.1	6.333	A
D-BC	26	476	0.054	26	0.1	7.996	A
C-ABD	1	618	0.002	1	0.0	5.844	A
C-D	9			9			
C-A	26			26			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	537	0.008	4	0.0	6.751	A
B-AD	1	435	0.003	1	0.0	8.293	A
A-BCD	44	650	0.068	44	0.1	5.946	A
A-B	0.84			0.84			
A-C	50			50			
D-AB	36	617	0.059	37	0.1	6.205	A
D-BC	21	483	0.044	21	0.0	7.791	A
C-ABD	0.94	620	0.002	0.94	0.0	5.817	A
C-D	7			7			
C-A	22			22			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	541	0.006	3	0.0	6.703	A
B-AD	1	440	0.003	1	0.0	8.209	A
A-BCD	36	645	0.057	37	0.1	5.915	A
A-B	0.71			0.71			
A-C	43			43			
D-AB	31	619	0.049	31	0.1	6.115	A
D-BC	18	488	0.036	18	0.0	7.648	A
C-ABD	0.78	622	0.001	0.78	0.0	5.799	A
C-D	6			6			
C-A	18			18			

2026 Base with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base with Development	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	93	100.000
B		✓	9	100.000
C		✓	62	100.000
D		✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	26	66
	B	3	0	2	4
	C	45	0	0	17
	D	34	4	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.13	0.0	A
B-AD	0.01	8.62	0.0	A
A-BCD	0.12	6.58	0.1	A
A-B				
A-C				
D-AB	0.07	6.30	0.1	A
D-BC	0.03	9.76	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	518	0.006	3	0.0	6.992	A
B-AD	4	436	0.009	4	0.0	8.337	A
A-BCD	51	623	0.082	51	0.1	6.292	A
A-B	0.69			0.69			
A-C	18			18			
D-AB	27	618	0.044	27	0.0	6.085	A
D-BC	11	461	0.023	10	0.0	9.328	A
C-ABD	0	607	0.000	0	0.0	0.000	A
C-D	13			13			
C-A	34			34			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	514	0.007	4	0.0	7.051	A
B-AD	4	430	0.010	4	0.0	8.454	A
A-BCD	62	623	0.099	62	0.1	6.413	A
A-B	0.81			0.81			
A-C	21			21			
D-AB	32	615	0.053	32	0.1	6.177	A
D-BC	13	454	0.028	13	0.0	9.507	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	15			15			
C-A	40			40			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	509	0.009	4	0.0	7.133	A
B-AD	5	423	0.013	5	0.0	8.618	A
A-BCD	76	623	0.122	76	0.1	6.579	A
A-B	0.97			0.97			
A-C	25			25			
D-AB	40	611	0.065	40	0.1	6.305	A
D-BC	15	446	0.034	15	0.0	9.758	A
C-ABD	0	596	0.000	0	0.0	0.000	A
C-D	19			19			
C-A	50			50			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	509	0.009	4	0.0	7.133	A
B-AD	5	423	0.013	5	0.0	8.619	A
A-BCD	76	623	0.122	76	0.1	6.579	A

A-B	0.97			0.97			
A-C	25			25			
D-AB	40	611	0.065	40	0.1	6.305	A
D-BC	15	446	0.034	15	0.0	9.760	A
C-ABD	0	596	0.000	0	0.0	0.000	A
C-D	19			19			
C-A	50			50			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	514	0.007	4	0.0	7.054	A
B-AD	4	430	0.010	4	0.0	8.457	A
A-BCD	62	623	0.099	62	0.1	6.418	A
A-B	0.81			0.81			
A-C	21			21			
D-AB	32	615	0.053	32	0.1	6.178	A
D-BC	13	454	0.028	13	0.0	9.513	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	15			15			
C-A	40			40			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	518	0.006	3	0.0	6.996	A
B-AD	4	435	0.009	4	0.0	8.340	A
A-BCD	51	623	0.083	51	0.1	6.302	A
A-B	0.69			0.69			
A-C	18			18			
D-AB	27	618	0.044	27	0.0	6.089	A
D-BC	11	461	0.023	11	0.0	9.339	A
C-ABD	0	607	0.000	0	0.0	0.000	A
C-D	13			13			
C-A	34			34			