

Project Name:	Butts Close & Tess Square, Marnhull
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Rev	Date	By	Summary of Changes	Aprvd
02	28.02.25	KCH	Comments from client	HLC

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1. INTRODUCTION

- 1.1 This Modelling Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Mr Paul Crocker, the appellant to summarise updated modelling work, associated with the site at Butts Close and Tess Square, Marnhull.
- 1.2 The site is currently the subject of a planning appeal (ref: APP/D1265/W/24/3353912). Whilst Highways does not form a reason for refusal, the Rule 6 Party have raised a highway objection. This Modelling TN has been produced to resolve questions about the operation of the Pilwell/Church Hill/Burton Street junction.
- 1.3 As part of the original planning submission Dorset Council (DC) Highways team requested modelling for the Church Hill/New Street/Schoolhouse Lane/Crown Road junction as this is the focus for the majority of vehicle movements associated with the proposed developments at Butts Close and Tess Square. No modelling requests were made for the Pilwell Junction, to the north.
- 1.4 The modelling work for the Church Hill/New Street/Schoolhouse Lane/Crown Road junction is detailed within the Transport Statement (TS) [CD1.046 to CD1.046d] and Highway Response Technical Note (HRTN) [CD4.006c], and this confirmed that the Church Hill/New Street/Schoolhouse Lane/Crown Road junction had capacity in all scenarios.
- 1.5 An outcome of the tripartite meeting for the Highway Statement of Common Ground [CD4.016] confirmed an outstanding question regarding the operation of the wider highway network, and particularly the Pilwell Junction.

- 1.6 The focus of this modelling TN is therefore on the vehicle movements associated primarily with the Tess Square development parcel, including the park & walk car park, and how these trips are distributed onto the immediate local network, including the Church Hill/New Street/Schoolhouse Lane/Crown Road junction and Pilwell/Church Hill/Burton Street junction.
- 1.7 To support this work, a Manual Classified Count (MCC) including turning manoeuvres of the Pilwell/Church Hill/Burton Street was undertaken on Thursday 13th February 2025 in accordance with guidance from WebTAG M1.2, in that a neutral weekday was selected to collect peak period vehicle movements through the junction.
- 1.8 This is the same methodology applied to the collection of data for the Church Hill/New Street/Schoolhouse Lane/Crown Road junction, which was undertaken in 2022.

2. BACKGROUND

- 2.1 No assessment has been made regarding pass-by or divert trips as part of the TS and HRTN, with all vehicle movements associated with Tess Square considered as 'new trips' to the network. This can therefore be considered a robust and 'worst-case' assessment in terms of the assessed number of vehicle movements.
- 2.2 The scenarios applied as part of the original modelling work for the Church Hill/New Street/Schoolhouse Lane/Crown Road junction included the following:
- Recorded 2022 Baseline Year;
 - Forecast 2028 Assessment Year;
 - Recorded 2022 Baseline Year with Proposed Development;
 - Forecast 2028 Assessment Year with Proposed Development; and
 - Forecast 2028 Assessment Year with Proposed Development with Sensitivity Test.
- 2.3 This included the following committed developments as part of the sensitivity test:
- LA/MARN/003 – Land North of Crown Road (72 units)
 - LA/MARN/005 – Land off Salisbury Street (67 units)
 - LA/MARN/008 – Land off Stoneylawn (28 units)

- 2.4 Land off Burton Street, Marnhull (61 units) was then added as part of a subsequent modelling assessment included within the HRTN, and as specifically requested by Dorset Council Highways.
- 2.5 The findings included in both the TS and HRTN are considered to represent operation of the Church Hill/New Street/Schoolhouse Lane/Crown Road junction during the peak hours. Appendix J of the TS [CD1.046a] includes the modelling outputs, which state that the PM peak assessed was between 14:45-16:15 hours. This appears to be a labelling error. The data used to run the models reflects the background PM peak of 16:45-18:15 hours and therefore the information remains valid, albeit that the labelling on the outputs is incorrect.

3. DISTRIBUTIONS AND TRAFFIC ROUTING

- 3.1 Firstly, a review of likely traffic routes considers that prospective residents associated with the proposed Butts Close residential scheme would not utilise the Pilwell Junction as a route option, with vehicles instead using Crown Road for their eastbound movements. Therefore, no changes to the Butts Close residential distribution have been made.
- 3.2 The original modelling work also assumed a 50/50 split of vehicle movements associated with Tess Square, travelling either north or south onto the network. From a review of the junction data collected at the Pilwell Junction in February 2025 this confirmed that in the peak periods, vehicles passing the site access are largely split 50% north/50% south, and therefore the 50/50 split of Tess Square trips has been retained.
- 3.3 The agreed committed development site movements have also been reviewed. As part of the TS and HRTN assessments all movements associated with the committed developments reviewed were put through the Church Hill/New Street/Schoolhouse Lane/Crown Road. For this assessment those movements travelling to/from the east and previously assessed as using Crown Road and Church Hill have been divided in half, with half redirected through the Pilwell Junction and the remainder continuing to use the Church Hill/New Street/Schoolhouse Lane/Crown Road junction. This has been applied to support the updated modelling assessment for the Church Hill/New Street/Schoolhouse Lane/Crown Road and for the new modelling at the Pilwell Junction.
- 3.4 As part of this assessment DC requested the modelling work be updated to reflect a 2025 baseline and 2030 future which has been actioned.

Church Hill/New Street/Schoolhouse Lane/Crown Road junction

3.5 In view of the information above, Church Hill/New Street/Schoolhouse Lane/Crown Road has considered the following additional scenarios:

- Forecast 2030 Assessment Year with Proposed Development with Sensitivity Test.

3.6 TEMPro growth factors of 1.0740 for the AM peak and 1.0738 PM peak were applied to reflect the change from the 2022 baseline information to 2030 scenario.

3.7 These outputs are attached at **Appendix A** and are summarised in **Table 1**, which also includes the previous Forecast 2028 Assessment Year with Proposed Development with Sensitivity Test, included within the HRTN, for comparison.

Crown Road/Schoolhouse Lane/New Street/Church Hill			AM			PM		
			Max Q	Delay (s)	Level of Service (LOS)	Max Q	Delay (s)	LOS
Baseline 2028 + Proposed Development + Sensitivity Test	J1	Schoolhouse Lane	0.0	0.00	A	0.0	0.00	A
		New Street	0.3	10.30	B	0.1	8.62	A
		Crown Road	0.3	4.04	A	0.3	4.07	A
	J2	Crown Road	0.0	0.00	A	0.0	0.00	A
		Church Hill	0.5	13.63	B	0.6	13.86	B
		Crown Road	0.4	3.68	A	0.2	4.22	A
Baseline 2030 + Proposed Development + Sensitivity Test	J1	Schoolhouse Lane	0.0	0.00	A	0.0	0.00	A
		New Street	0.4	9.77	A	0.2	9.10	A
		Crown Road	0.3	3.89	A	0.2	4.46	A
	J2	Crown Road	0.0	0.00	A	0.0	0.00	A
		Church Hill	0.6	13.28	B	0.8	14.58	B
		Crown Road	0.3	3.83	A	0.2	4.48	A

Table 1: Crown Road/Schoolhouse Lane/New Street/Church Hill Junction Model outputs – 2028 and 2030.

3.8 This output confirms that the Crown Road/Schoolhouse Lane/New Street/Church Hill junction will operate with minimal delay on all arms of the junction in all scenarios assessed. All scenarios show delays of below 15 seconds and all queue values remain less than 1 vehicle. The highest PM queue value of 0.8 was recorded on Church Hill in the Baseline 2030 + Proposed Development + Sensitivity Test scenario. The longest delay seen in any scenario is 14.58 on Church Hill in the AM peak in the final Baseline 2030 with Proposed Development and Sensitivity Test scenario and 13.63 on Church Hill in the AM, in the Baseline 2028 + Proposed Development scenario. In any case, neither of these scenarios are considered severe.

- 3.9 No Ratio to Flow to Capacity (RFC) figure is available for the Crown Road/Schoolhouse Lane/New Street/Church Hill junction due to the linked nature of the junction and the associated model. However, the outputs have included a Level of Service (LOS) rating. The LOS outputs show the unsignalised, and equivalent signalised, level of service values for the time segment, based on the Average Delay per Arriving Vehicle. The transportation LOS system uses the letters A through F, with A described as 'Free flow' and F described as 'Forced or Breakdown Flow'.
- 3.10 The outputs presented from the modelling exercise confirm that all arms have an LOS of either A (Free flow) or B (Reasonably Free Flow) therefore these outputs do not highlight any issues associated with the reasonable operation of the junction and therefore these scenarios are not considered to represent a severe impact in the context of Paragraph 116 of the NPPF.
- 3.11 The work associated with modelling the Pilwell Junction is discussed in **Chapter 4**.

4. PILWELL/CHURCH HILL/BURTON STREET JUNCTION ASSESSMENT

- 4.1 As noted previously in this report, MCC survey data was collected for the Pilwell Junction on Thursday 13th February 2025 for the peak periods of 07:00-10:00 hours and 16:00-19:00 hours. The results of this are attached at **Appendix B**.
- 4.2 Using the AM and PM peak hour data summarised in **Figure 1** it was possible to review the current flow of vehicles through the junction.

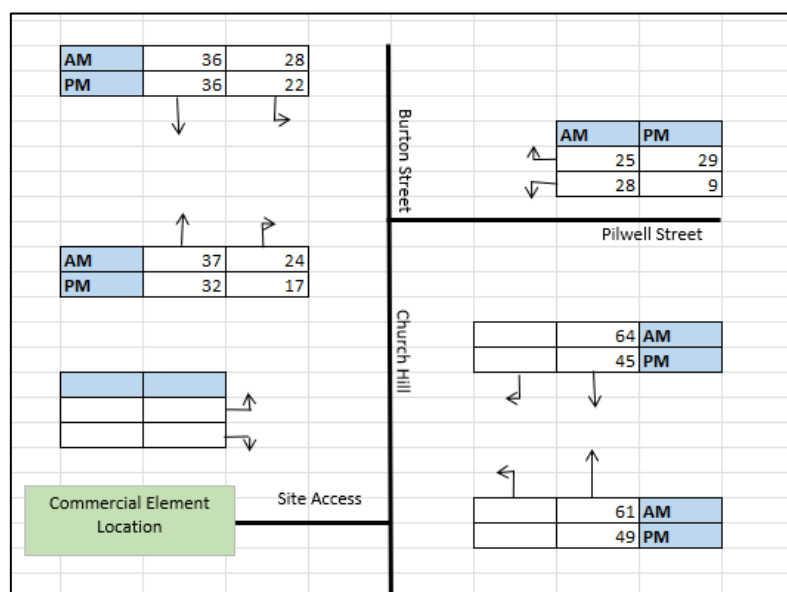


Figure 1: 2025 Survey outputs for the AM and PM peak hours – Pilwell/Burton Street/Church Hill (Extract from Appendix C)

- 4.3 The 2022 baseline information, produced as part of the HRTN, was factored up using TEMPro growth factors of 1.0740 for the AM peak and 1.0738 PM peak, to present a 2025 baseline. This was to understand whether the observed flows predicted passing the Tess Square access were comparable to movements recorded as part of the 2025 survey, using the movements through the Church Hill arm of the junction. The outputs from this are summarised in **Figure 2**.

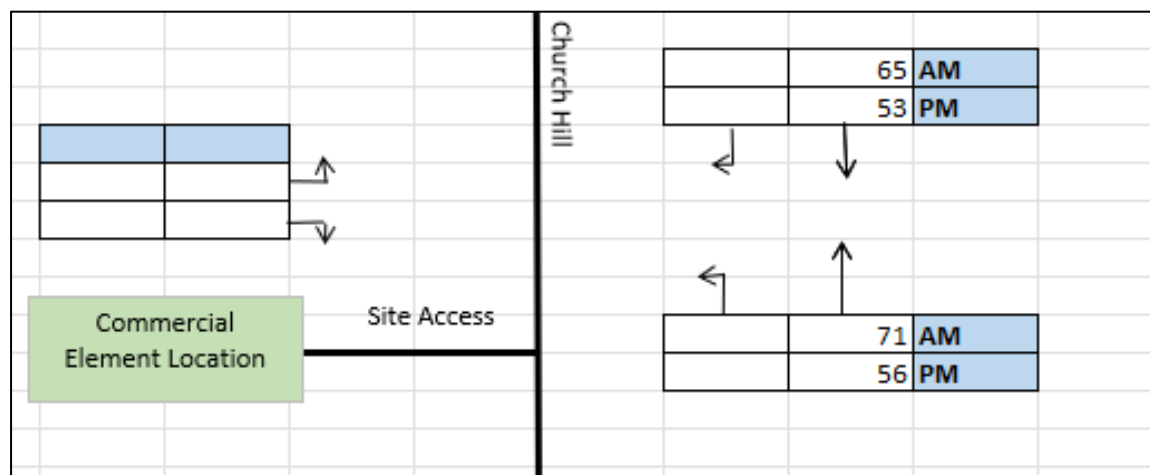


Figure 2: 2025 Baseline passing Tess Square Access – Using 2022 flows factored up to 2025, using TEMPro.
(Extract from Appendix C)

- 4.4 When comparing the number of vehicle trips travelling passed the Tess Square site access shown in **Figures 1** and **2**, the actual surveyed flows (**Figure 1**) were very similar to those predicted using the uplifted 2022 data (**Figure 2**), although the 2022 uplifted data was slightly higher. It was therefore considered that the 2025 baseline should represent the slightly higher vehicle flows, generated from the uplifted 2022 baseline, and that these flows should then be split through the junction, using the percentage splits recorded in the 2025 survey to reflect the current split of movements through the junction. The results of which are summarised in **Figure 3**.

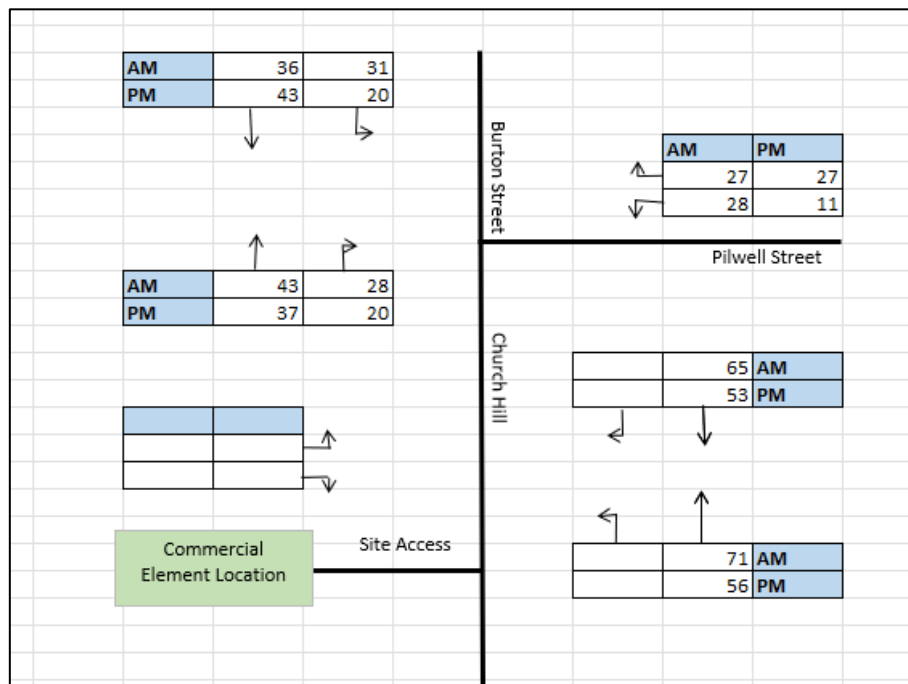


Figure 3: 2025 Baseline to be used for Modelling (Extract from Appendix C)

- 4.5 For reference, the northbound movements on Church Hill were calculated from the AM and PM northbound movements passing the Tess Square access. They were split into north and east bound movements using the percentage split information for that arm, collected through the 2025 survey. The southbound movements (that are to pass the Tess Square site) were calculated by splitting the total southbound movements passing the Tess Square access and splitting them as south-west bound (from Pilwell) and southbound trips using the percentage split of those movements combined.
- 4.6 To calculate the Burton Street/Pilwell movements, that could not be confirmed from the 2022 uplifted information (as these trips do not pass the Tess Square site), the 2025 survey data was reviewed to confirm the percentage of trips missing from the network, that currently travel between Burton Street and Pilwell (in either direction). This assessment confirmed that these movements make up 30% of trips through the junction.
- 4.7 With this knowledge the trips passing the Tess Square site reflect 70% of trips through the junction and therefore the total trips were factored up by 30% to confirm the total movements travel between Burton Street and Pilwell. These trips were then split between two remaining movements, using the 2025 percentage split for the two movements (northbound and eastbound). This is summarised in **Table 2**.

	Vehicles Passing Tess Square (70% of trips using Pilwell Junction)	Factored up to 100%	30% of trips making a Burton Street/Pilwell movement.
AM Trips	136	194	58
PM Trips	156	157	47

Table 2: Vehicle Trip Figures Used to Confirm Pilwell Junction flows

- 4.8 **Appendix C** includes the percentage split of vehicles using each of the arms as well as the number of trips recorded through each movement during the AM peak hour (08:00-09:00 hours) and the PM peak hour (17:00-18:00 hours).
- 4.9 As part of the modelling for Pilwell Junction the committed developments, used within the sensitivity test, were reviewed with some trips reallocated onto the network to utilise the Pilwell Junction, rather than Church Hill/New Street/Schoolhouse Lane/Crown Road junction. This is discussed in paragraph 3.3 of this report.
- 4.10 The 2030 forecast vehicle movements for the Pilwell Junction utilised TEMPro growths of 1.028 for the AM peak hour and 1.0283 for the PM peak hour for 2025-2030 growth to be assessed.
- 4.11 Using this information the following modelling scenarios were assessed:
- Recorded 2025 Baseline Year;
 - Recorded 2025 Baseline Year with Proposed Development;
 - Forecast 2030 Assessment Year;
 - Forecast 2030 Assessment Year with Proposed Development; and
 - Forecast 2030 Assessment Year with Proposed Development with Sensitivity Test.
- 4.12 The outputs are then summarised in **Table 3** with the supporting distribution information attached at **Appendix C** and the model run attached at **Appendix D**.

Pilwell/Church Hill/Burton Street junction		AM				PM			
		Max Q	Delay (s)	RFC	LOS	Max Q	Delay (s)	RFC	LOS
Baseline 2025	Pilwell	0.1	7.66	0.10	A	0.1	7.86	0.08	A
	Church Hill	0.1	6.63	0.05	A	0.0	6.56	0.04	A
Baseline 2025 + Proposed Development	Pilwell	0.2	8.00	0.16	A	0.2	8.18	0.15	A
	Church Hill	0.2	6.79	0.10	A	0.2	6.87	0.13	A
Baseline 2030	Pilwell	0.1	7.70	0.11	A	0.1	7.90	0.08	A
	Church Hill	0.1	6.62	0.05	A	0.0	6.56	0.04	A
Baseline 2030 + Proposed Development	Pilwell	0.2	8.06	0.16	A	0.2	8.24	0.15	A
	Church Hill	0.2	6.80	0.11	A	0.2	6.87	0.13	A
Baseline 2030 + Proposed Development + Sensitivity Test	Pilwell	0.2	8.60	0.19	A	0.2	8.59	0.17	A
	Church Hill	0.2	6.77	0.11	A	0.2	6.81	0.13	A

Table 3: Pilwell/Church Hill/Burton Street junction Modelling Results

4.13 This output confirms that the Pilwell/Church Hill/Burton Street junction will operate with minimal delay on all arms of the junction in all scenarios assessed. All scenarios show delays of below 9 seconds on the 2 arms where Give Way movements are anticipated, and all queue values are less than 1 vehicle. This has resulted in an LOS of A (Free Flow). Further to this the Ratio to Flow to Capacity (RFC) assessment is below 0.2. An RFC of less than 0.85 is considered to indicate satisfactory performance.

4.14 These outputs do not highlight any issues associated with the reasonable operation of the junction and therefore these scenarios are not considered to represent a severe in the context of Paragraph 116 of the NPPF.

4.15 No outputs were afforded for Burton Street movements travelling south or east as these movements are part of the free flow of the junction.

5. SUMMARY AND CONCLUSIONS

5.1 This Modelling Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Mr Paul Crocker, the appellant to summarise updated modelling work, associated with the proposed development site at Butts Close and Tess Square, Marnhull.

5.2 Modelling assessments were undertaken for the Crown Road/Schoolhouse Lane/New Street/Church Hill junction using a 2022 baseline and 2028 future scenarios. Outputs were submitted as part of the previous Transport Statement [CD1.046 to CD1.046d], and this work was then updated as part of the Highways Response Technical Note [CD4.006c]. The

HRTN included an additional local committed development and a revised TRICS assessment, following requests by Dorset Council for additional information, in preparing the Technical paper on highways impacts.

- 5.3 An outcome of the tripartite meeting for the Highway Statement of Common Ground [CD4.016] confirmed an outstanding question regarding the operation of the wider highway network, and particularly the Pilwell Junction.
- 5.4 The focus of this modelling note is therefore on the vehicle movements associated primarily with the Tess Square development parcel, including the park & walk car park, and how these trips are distributed onto the immediate local network, including the Church Hill/New Street/Schoolhouse Lane/Crown Road junction and Pilwell/Church Hill/Burton Street junction.
- 5.5 As part of this assessment Dorset Council requested that this modelling assessment provided an update to reflect a 2030 future scenario.
- 5.6 The 2030 future with the proposed development and committed developments for the Crown Road/Schoolhouse Lane/New Street/Church Hill junction continued to confirm that the junctions' operation would not be considered severe in the context of Paragraph 116 of the NPPF.
- 5.7 Modelling work was then undertaken for the Pilwell/Church Hill/Burton Street junction. This utilised data collected as part of an MCC survey in February 2025 to confirm the percentage flows for each junction movement. Utilising uplifted data from 2022 presented the highest figures through the junction, rather than the surveyed data collected in 2025 and so these flows were utilised to present the most robust assessment. Committed development movements travelling in either to or from the east, previously modelled using Crown Road, were split with half using the Pilwell Junction and the remainder continuing to use Crown Road to reach Church Hill.
- 5.8 The modelling outputs for all scenarios, including the 2030 future with the proposed development parcels and committed developments confirm that the operation of the Pilwell Junction, both now and in the future scenario modelled would not be considered severe in the context of Paragraph 116 of the NPPF.

Appendix A

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: 106.0026 Church Hill - Crown Rd Jct (Hybrid App) (2025-2030).j9

Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling

Report generation date: 2/27/2025 12:22:03 PM

-
- »Baseline 2025, AM
 - »Baseline 2025, PM
 - »Baseline 2030, AM
 - »Baseline 2030, PM
 - »Baseline 2025 + PD, AM
 - »Baseline 2025 + PD, PM
 - »Baseline 2030 + PD, AM
 - »Baseline 2030 + PD, PM
 - »Baseline 2030 + PD + ST, AM
 - »Baseline 2030 + PD + ST, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - Baseline 2025								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	9.88		A	0.2	8.60		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.08		A	0.1	3.75		A
2 - Crown Road/Church Hill - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.2	10.70		B	0.1	9.50		A
2 - Crown Road/Church Hill - C - Crown Road	0.1	1.04		A	0.1	0.97		A
[Lane Simulation] - Baseline 2030								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	9.39		A	0.2	8.32		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.12		A	0.3	3.50		A
2 - Crown Road/Church Hill - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.2	10.64		B	0.2	9.54		A
2 - Crown Road/Church Hill - C - Crown Road	0.1	0.97		A	0.0	0.96		A
[Lane Simulation] - Baseline 2025 + PD								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.2	9.33		A	0.2	8.43		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.48		A	0.3	3.94		A
2 - Crown Road/Church Hill - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.4	12.09		B	0.6	13.35		B
2 - Crown Road/Church Hill - C - Crown Road	0.1	2.75		A	0.2	3.82		A
[Lane Simulation] - Baseline 2030 + PD								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.4	9.62		A	0.2	8.45		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.31		A	0.2	3.95		A
2 - Crown Road/Church Hill - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.4	12.95		B	0.6	13.36		B
2 - Crown Road/Church Hill - C - Crown Road	0.2	2.87		A	0.2	3.71		A
[Lane Simulation] - Baseline 2030 + PD + ST								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.4	9.77		A	0.2	9.10		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.3	3.89		A	0.2	4.46		A
2 - Crown Road/Church Hill - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.6	13.28		B	0.8	14.58		B
2 - Crown Road/Church Hill - C - Crown Road	0.3	3.83		A	0.2	4.48		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. Arm and junction delays are averages for all movements, including movements with zero delay.

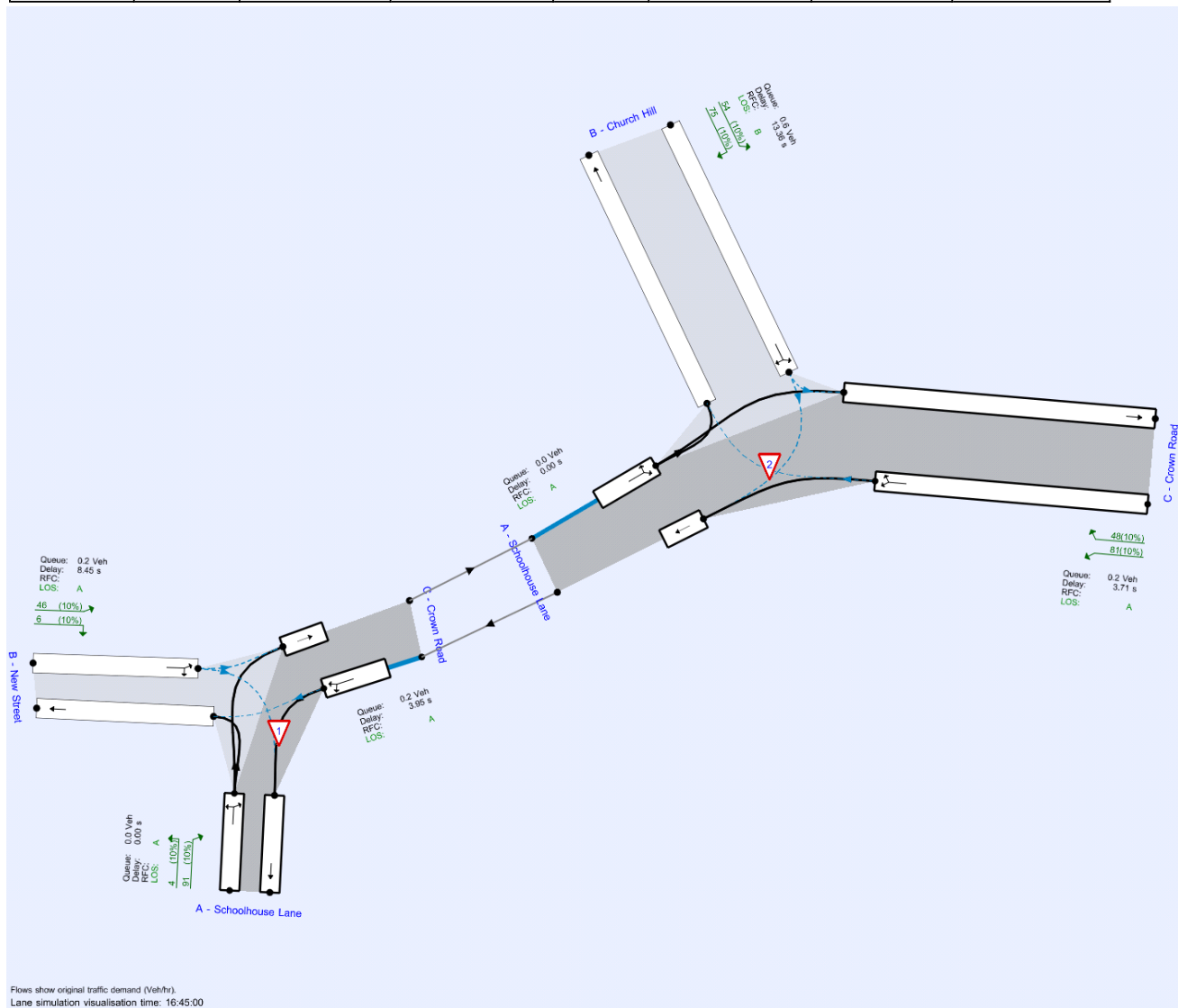
File summary

File Description

Title	Crown Road/Schoolhouse Lane/New Street/Church Hill
Location	Marnhull
Site number	Tess Square, Butts Close, Marnhull
Date	2/24/2025
Version	
Status	(new file)
Identifier	
Client	CL Planning
Jobnumber	106.0026
Enumerator	LJ
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	850422288	101	3.66

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2025	AM	ONE HOUR	07:45	09:15	15	✓
D2	Baseline 2025	PM	ONE HOUR	16:45	18:15	15	✓
D3	Baseline 2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	Baseline 2030	PM	ONE HOUR	16:45	18:15	15	✓
D5	Baseline 2025 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D6	Baseline 2025 + PD	PM	ONE HOUR	16:45	18:15	15	✓
D7	Baseline 2030 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	Baseline 2030 + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	Baseline 2030 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓
D10	Baseline 2030 + PD + ST	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Baseline 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.53	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Schoolhouse Lane/New Street/Crown Road	A	Schoolhouse Lane		Major
	B	New Street		Minor
	C	Crown Road		Major
2 - Crown Road/Church Hill	A	Schoolhouse Lane		Major
	B	Church Hill		Minor
	C	Crown Road		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	6.00			15.0	✓	0.00
2 - Crown Road/Church Hill	C - Crown Road	6.00			40.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Schoolhouse Lane/New Street/Crown Road	B - New Street	One lane	2.50	70	12
2 - Crown Road/Church Hill	B - Church Hill	One lane	2.25	20	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	480	0.087	0.221	0.139	0.316
1	B-C	600	0.092	0.232	-	-
1	C-B	583	0.226	0.226	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	477	0.087	0.220	0.138	0.314
2	B-C	615	0.094	0.238	-	-
2	C-B	597	0.231	0.231	-	-

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.

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1	B, C		Infinity	0	99999
	B - New Street	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B	✓	3.00	0	99999
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1 [Give-way line]	1	B, C	✓	3.00	0	99999
	B - Church Hill	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B		Infinity	0	99999

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Schoolhouse Lane	New Street	Crown Road
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1		✓	✓
	B - New Street	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Schoolhouse Lane	Church Hill	Crown Road
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1 [Give-way line]	1		✓	✓
	B - Church Hill	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

Traffic Demand

Demand Set Details

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

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	121	100.000
	B - New Street		ONE HOUR	✓	80	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	41	100.000
	C - Crown Road		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

1 -
Schoolhouse
Lane/New
Street/Crown
Road

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	101
	B - New Street	16	0	64
	C - Crown Road	135	53	0

Proportions

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.17	0.83
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.72	0.28	0.00

Demand (Veh/hr)

2 - Crown
Road/Church
Hill

From	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	37	101
	B - Church Hill	36	0	5
	C - Crown Road	135	11	0

Proportions

From	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.27	0.73
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 -
Schoolhouse
Lane/New
Street/Crown
Road

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Heavy Vehicle Percentages

2 - Crown
Road/Church
Hill

From	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	100
		B - New Street	60	66
		C - Crown Road	142	156
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	104	114
		B - Church Hill	31	34
		C - Crown Road	110	121
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	120
		B - New Street	72	79
		C - Crown Road	169	186
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	124	136
		B - Church Hill	37	41
		C - Crown Road	131	144
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	147
		B - New Street	88	97
		C - Crown Road	207	228
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	152	167
		B - Church Hill	45	50
		C - Crown Road	161	177
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	147
		B - New Street	88	97
		C - Crown Road	207	228
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	152	167
		B - Church Hill	45	50
		C - Crown Road	161	177
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	120
		B - New Street	72	79
		C - Crown Road	169	186
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	124	136
		B - Church Hill	37	41
		C - Crown Road	131	144
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	100
		B - New Street	60	66
		C - Crown Road	142	156
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	104	114
		B - Church Hill	31	34
		C - Crown Road	110	121

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	110	165
	B - New Street	9.88	0.3	A	72	108
	C - Crown Road	3.08	0.2	A	158	237
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	149	224
	B - Church Hill	10.70	0.2	B	38	57
	C - Crown Road	1.04	0.1	A	134	201

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	23	92	103	0.0	0.0	0.000	A
	B - New Street	54	14	55	53	0.0	0.1	8.308	A
	C - Crown Road	131	33	131	121	0.0	0.1	2.827	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	121	30	121	131	0.0	0.0	0.000	A
	B - Church Hill	30	8	31	39	0.0	0.1	9.652	A
	C - Crown Road	110	28	110	93	0.0	0.0	0.622	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	110	27	110	127	0.0	0.0	0.000	A
	B - New Street	72	18	73	60	0.1	0.2	8.725	A
	C - Crown Road	157	39	157	153	0.1	0.1	2.965	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	153	38	153	157	0.0	0.0	0.000	A
	B - Church Hill	39	10	38	50	0.1	0.1	10.144	B
	C - Crown Road	133	33	133	116	0.0	0.0	0.802	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	33	133	155	0.0	0.0	0.000	A
	B - New Street	91	23	91	76	0.2	0.3	9.876	A
	C - Crown Road	188	47	189	182	0.1	0.2	2.712	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	182	45	182	188	0.0	0.0	0.000	A
	B - Church Hill	47	12	46	59	0.1	0.1	10.313	B
	C - Crown Road	159	40	159	141	0.0	0.0	0.853	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	32	129	153	0.0	0.0	0.000	A
	B - New Street	84	21	84	77	0.3	0.2	9.084	A
	C - Crown Road	191	48	193	176	0.2	0.1	3.083	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	176	44	176	191	0.0	0.0	0.000	A
	B - Church Hill	44	11	43	59	0.1	0.1	10.705	B
	C - Crown Road	166	42	165	135	0.0	0.1	1.042	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	26	105	126	0.0	0.0	0.000	A
	B - New Street	72	18	72	67	0.2	0.1	8.692	A
	C - Crown Road	158	39	159	143	0.1	0.1	2.916	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	143	36	143	158	0.0	0.0	0.000	A
	B - Church Hill	38	10	39	48	0.1	0.1	9.708	A
	C - Crown Road	133	33	133	109	0.1	0.0	0.738	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	23	91	98	0.0	0.0	0.000	A
	B - New Street	58	15	58	52	0.1	0.2	8.109	A
	C - Crown Road	121	30	121	121	0.1	0.1	2.804	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	121	30	121	121	0.0	0.0	0.000	A
	B - Church Hill	29	7	29	40	0.1	0.1	9.372	A
	C - Crown Road	104	26	104	93	0.0	0.0	0.649	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	92	92	0.0	0.0	0.000	A
		Exit	1	1		103	103	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	54	55	0.0	0.1	8.308	A
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	131	131	0.0	0.1	2.827	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		131	131	0.0	0.0	0.081	A
	B - Church Hill	Entry	1	1	A, C	30	31	0.0	0.1	9.652	A
		Exit	1	1		39	39	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	110	110	0.0	0.0	0.622	A
		Exit	1	1		93	93	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	110	110	0.0	0.0	0.000	A
		Exit	1	1		127	127	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	73	0.1	0.2	8.725	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	157	0.1	0.1	2.965	A
		Exit	1	1		153	153	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	153	153	0.0	0.0	0.000	A
		Exit	1	1		157	157	0.0	0.0	0.219	A
	B - Church Hill	Entry	1	1	A, C	39	38	0.1	0.1	10.144	B
		Exit	1	1		50	50	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	133	0.0	0.0	0.802	A
		Exit	1	1		116	116	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	133	133	0.0	0.0	0.000	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	91	91	0.2	0.3	9.876	A
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	188	189	0.1	0.2	2.712	A
		Exit	1	1		182	182	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	182	182	0.0	0.0	0.000	A
		Exit	1	1		188	188	0.0	0.0	0.120	A
	B - Church Hill	Entry	1	1	A, C	47	46	0.1	0.1	10.313	B
		Exit	1	1		59	59	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	159	159	0.0	0.0	0.853	A
		Exit	1	1		141	141	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		153	153	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	84	84	0.3	0.2	9.084	A
		Exit	1	1		77	77	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	191	193	0.2	0.1	3.083	A
		Exit	1	1		176	176	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	176	176	0.0	0.0	0.000	A
		Exit	1	1		191	191	0.0	0.0	0.203	A
	B - Church Hill	Entry	1	1	A, C	44	43	0.1	0.1	10.705	B
		Exit	1	1		59	59	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	166	165	0.0	0.1	1.042	A
		Exit	1	1		135	135	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	105	105	0.0	0.0	0.000	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	72	0.2	0.1	8.692	A
		Exit	1	1		67	67	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	158	159	0.1	0.1	2.916	A
		Exit	1	1		143	143	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	143	143	0.0	0.0	0.000	A
		Exit	1	1		158	158	0.0	0.0	0.141	A
	B - Church Hill	Entry	1	1	A, C	38	39	0.1	0.1	9.708	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	133	0.1	0.0	0.738	A
		Exit	1	1		109	109	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		98	98	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	58	58	0.1	0.2	8.109	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	121	121	0.1	0.1	2.804	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		121	121	0.0	0.0	0.109	A
	B - Church Hill	Entry	1	1	A, C	29	29	0.1	0.1	9.372	A
		Exit	1	1		40	40	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	104	104	0.0	0.0	0.649	A
		Exit	1	1		93	93	0.0	0.0	0.000	A

Baseline 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.32	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	88	100.000
	B - New Street		ONE HOUR	✓	47	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	40	100.000
	C - Crown Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	84
	B - New Street	6	0	41
	C - Crown Road	73	45	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.05	0.95
	B - New Street	0.13	0.00	0.87
	C - Crown Road	0.62	0.38	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	30	86
	B - Church Hill	29	0	11
	C - Crown Road	74	8	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.26	0.74
	B - Church Hill	0.73	0.00	0.27
	C - Crown Road	0.90	0.10	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	66	73
		B - New Street	35	39
		C - Crown Road	89	98
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	87	96
		B - Church Hill	30	33
		C - Crown Road	62	68
17:00-17:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	79	87
		B - New Street	42	46
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	104	115
		B - Church Hill	36	40
		C - Crown Road	74	81
17:15-17:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	97	107
		B - New Street	52	57
		C - Crown Road	130	143
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	128	140
		B - Church Hill	44	48
		C - Crown Road	90	99
17:30-17:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	97	107
		B - New Street	52	57
		C - Crown Road	130	143
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	128	140
		B - Church Hill	44	48
		C - Crown Road	90	99
17:45-18:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	79	87
		B - New Street	42	46
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	104	115
		B - Church Hill	36	40
		C - Crown Road	74	81
18:00-18:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	66	73
		B - New Street	35	39
		C - Crown Road	89	98
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	87	96
		B - Church Hill	30	33
		C - Crown Road	62	68

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	80	120
	B - New Street	8.60	0.2	A	43	65
	C - Crown Road	3.75	0.1	A	95	142
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	114	171
	B - Church Hill	9.50	0.1	A	37	55
	C - Crown Road	0.97	0.1	A	75	113

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	70	18	70	50	0.0	0.0	0.000	A
	B - New Street	35	9	35	33	0.0	0.1	7.701	A
	C - Crown Road	75	19	75	97	0.0	0.1	3.122	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	97	24	97	75	0.0	0.0	0.000	A
	B - Church Hill	31	8	32	33	0.0	0.1	9.200	A
	C - Crown Road	57	14	57	78	0.0	0.0	0.734	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	79	20	79	63	0.0	0.0	0.000	A
	B - New Street	44	11	43	40	0.1	0.2	8.210	A
	C - Crown Road	94	23	93	112	0.1	0.1	3.225	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	112	28	112	94	0.0	0.0	0.000	A
	B - Church Hill	37	9	37	36	0.1	0.1	8.974	A
	C - Crown Road	74	18	74	94	0.0	0.0	0.725	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	23	91	79	0.0	0.0	0.000	A
	B - New Street	50	12	50	49	0.2	0.1	8.173	A
	C - Crown Road	118	30	118	131	0.1	0.1	3.750	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	131	33	131	118	0.0	0.0	0.000	A
	B - Church Hill	45	11	45	44	0.1	0.1	9.504	A
	C - Crown Road	95	24	95	109	0.0	0.1	0.971	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	96	24	96	72	0.0	0.0	0.000	A
	B - New Street	52	13	52	48	0.1	0.1	8.600	A
	C - Crown Road	108	27	109	137	0.1	0.1	3.571	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	137	34	137	108	0.0	0.0	0.000	A
	B - Church Hill	40	10	40	44	0.1	0.1	8.997	A
	C - Crown Road	88	22	89	114	0.1	0.0	0.832	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	79	20	79	64	0.0	0.0	0.000	A
	B - New Street	44	11	43	36	0.1	0.1	7.535	A
	C - Crown Road	92	23	91	113	0.1	0.1	3.094	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	113	28	113	92	0.0	0.0	0.000	A
	B - Church Hill	34	9	35	31	0.1	0.1	9.199	A
	C - Crown Road	71	18	71	96	0.0	0.0	0.697	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	64	16	64	55	0.0	0.0	0.000	A
	B - New Street	35	9	35	35	0.1	0.1	8.023	A
	C - Crown Road	82	21	82	91	0.1	0.1	3.267	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	91	23	91	82	0.0	0.0	0.000	A
	B - Church Hill	32	8	32	31	0.1	0.0	9.125	A
	C - Crown Road	65	16	65	76	0.0	0.0	0.877	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	70	70	0.0	0.0	0.000	A
		Exit	1	1		50	50	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	35	35	0.0	0.1	7.701	A
		Exit	1	1		33	33	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	75	75	0.0	0.1	3.122	A
		Exit	1	1		97	97	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	97	97	0.0	0.0	0.000	A
		Exit	1	1		75	75	0.0	0.0	0.037	A
	B - Church Hill	Entry	1	1	A, C	31	32	0.0	0.1	9.200	A
		Exit	1	1		33	33	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	57	57	0.0	0.0	0.734	A
		Exit	1	1		78	78	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	79	79	0.0	0.0	0.000	A
		Exit	1	1		63	63	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	44	43	0.1	0.2	8.210	A
		Exit	1	1		40	40	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	94	93	0.1	0.1	3.225	A
		Exit	1	1		112	112	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	112	112	0.0	0.0	0.000	A
		Exit	1	1		94	94	0.0	0.0	0.062	A
	B - Church Hill	Entry	1	1	A, C	37	37	0.1	0.1	8.974	A
		Exit	1	1		36	36	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	74	74	0.0	0.0	0.725	A
		Exit	1	1		94	94	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	50	50	0.2	0.1	8.173	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	118	118	0.1	0.1	3.750	A
		Exit	1	1		131	131	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	131	131	0.0	0.0	0.000	A
		Exit	1	1		118	118	0.0	0.0	0.042	A
	B - Church Hill	Entry	1	1	A, C	45	45	0.1	0.1	9.504	A
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	95	95	0.0	0.1	0.971	A
		Exit	1	1		109	109	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	96	96	0.0	0.0	0.000	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	52	52	0.1	0.1	8.600	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	108	109	0.1	0.1	3.571	A
		Exit	1	1		137	137	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	137	137	0.0	0.0	0.000	A
		Exit	1	1		108	108	0.0	0.0	0.060	A
	B - Church Hill	Entry	1	1	A, C	40	40	0.1	0.1	8.997	A
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	88	89	0.1	0.0	0.832	A
		Exit	1	1		114	114	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	79	79	0.0	0.0	0.000	A
		Exit	1	1		64	64	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	44	43	0.1	0.1	7.535	A
		Exit	1	1		36	36	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	92	91	0.1	0.1	3.094	A
		Exit	1	1		113	113	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	113	113	0.0	0.0	0.000	A
		Exit	1	1		92	92	0.0	0.0	0.027	A
	B - Church Hill	Entry	1	1	A, C	34	35	0.1	0.1	9.199	A
		Exit	1	1		31	31	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	71	71	0.0	0.0	0.697	A
		Exit	1	1		96	96	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	64	64	0.0	0.0	0.000	A
		Exit	1	1		55	55	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	35	35	0.1	0.1	8.023	A
		Exit	1	1		35	35	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	82	82	0.1	0.1	3.267	A
		Exit	1	1		91	91	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		82	82	0.0	0.0	0.021	A
	B - Church Hill	Entry	1	1	A, C	32	32	0.1	0.0	9.125	A
		Exit	1	1		31	31	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	65	65	0.0	0.0	0.877	A
		Exit	1	1		76	76	0.0	0.0	0.000	A

Baseline 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.48	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Baseline 2030	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	125	100.000
	B - New Street		ONE HOUR	✓	84	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	43	100.000
	C - Crown Road		ONE HOUR	✓	153	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	105
	B - New Street	17	0	67
	C - Crown Road	141	56	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.16	0.84
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.72	0.28	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	39	105
	B - Church Hill	38	0	5
	C - Crown Road	141	12	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.27	0.73
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.92	0.08	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	94	104
		B - New Street	63	70
		C - Crown Road	148	163
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	108	119
		B - Church Hill	32	36
		C - Crown Road	115	127
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	124
		B - New Street	76	83
		C - Crown Road	177	195
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	129	142
		B - Church Hill	39	43
		C - Crown Road	138	151
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	151
		B - New Street	92	102
		C - Crown Road	217	239
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	159	174
		B - Church Hill	47	52
		C - Crown Road	168	185
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	151
		B - New Street	92	102
		C - Crown Road	217	239
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	159	174
		B - Church Hill	47	52
		C - Crown Road	168	185
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	124
		B - New Street	76	83
		C - Crown Road	177	195
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	129	142
		B - Church Hill	39	43
		C - Crown Road	138	151
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	94	104
		B - New Street	63	70
		C - Crown Road	148	163
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	108	119
		B - Church Hill	32	36
		C - Crown Road	115	127

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	115	172
	B - New Street	9.39	0.3	A	78	117
	C - Crown Road	3.12	0.2	A	165	248
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	159	239
	B - Church Hill	10.64	0.2	B	40	60
	C - Crown Road	0.97	0.1	A	141	211

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	93	23	93	120	0.0	0.0	0.000	A
	B - New Street	66	17	67	57	0.0	0.2	8.483	A
	C - Crown Road	147	37	146	129	0.0	0.2	2.841	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	129	32	129	147	0.0	0.0	0.000	A
	B - Church Hill	34	8	34	47	0.0	0.1	9.063	A
	C - Crown Road	125	31	125	94	0.0	0.0	0.674	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	115	29	115	134	0.0	0.0	0.000	A
	B - New Street	76	19	75	64	0.2	0.3	9.267	A
	C - Crown Road	166	41	167	160	0.2	0.1	2.952	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	160	40	160	166	0.0	0.0	0.000	A
	B - Church Hill	40	10	41	55	0.1	0.1	10.623	B
	C - Crown Road	141	35	141	120	0.0	0.0	0.742	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	142	35	142	155	0.0	0.0	0.000	A
	B - New Street	95	24	96	79	0.3	0.1	9.393	A
	C - Crown Road	192	48	192	195	0.1	0.1	2.993	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	195	49	195	192	0.0	0.0	0.000	A
	B - Church Hill	47	12	46	65	0.1	0.2	10.640	B
	C - Crown Road	164	41	164	149	0.0	0.0	0.829	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	34	138	157	0.0	0.0	0.000	A
	B - New Street	94	23	93	82	0.1	0.3	9.092	A
	C - Crown Road	198	50	199	191	0.1	0.2	3.125	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	191	48	191	199	0.0	0.0	0.000	A
	B - Church Hill	47	12	47	64	0.2	0.1	10.389	B
	C - Crown Road	170	42	170	146	0.0	0.0	0.973	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	28	112	128	0.0	0.0	0.000	A
	B - New Street	75	19	77	66	0.3	0.1	9.194	A
	C - Crown Road	160	40	160	155	0.2	0.1	2.873	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	155	39	155	160	0.0	0.0	0.000	A
	B - Church Hill	39	10	40	53	0.1	0.1	10.282	B
	C - Crown Road	136	34	136	117	0.0	0.0	0.870	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	89	22	89	106	0.0	0.0	0.000	A
	B - New Street	60	15	61	48	0.1	0.1	8.806	A
	C - Crown Road	129	32	128	124	0.1	0.1	2.416	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	124	31	124	129	0.0	0.0	0.000	A
	B - Church Hill	34	9	33	44	0.1	0.1	10.078	B
	C - Crown Road	109	27	109	94	0.0	0.0	0.838	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	93	93	0.0	0.0	0.000	A
		Exit	1	1		120	120	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	66	67	0.0	0.2	8.483	A
		Exit	1	1		57	57	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	147	146	0.0	0.2	2.841	A
		Exit	1	1		129	129	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		147	147	0.0	0.0	0.064	A
	B - Church Hill	Entry	1	1	A, C	34	34	0.0	0.1	9.063	A
		Exit	1	1		47	47	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	125	125	0.0	0.0	0.674	A
		Exit	1	1		94	94	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	115	115	0.0	0.0	0.000	A
		Exit	1	1		134	134	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	76	75	0.2	0.3	9.267	A
		Exit	1	1		64	64	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	166	167	0.2	0.1	2.952	A
		Exit	1	1		160	160	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	160	160	0.0	0.0	0.000	A
		Exit	1	1		166	166	0.0	0.0	0.194	A
	B - Church Hill	Entry	1	1	A, C	40	41	0.1	0.1	10.623	B
		Exit	1	1		55	55	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	141	141	0.0	0.0	0.742	A
		Exit	1	1		120	120	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	142	142	0.0	0.0	0.000	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	95	96	0.3	0.1	9.393	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	192	192	0.1	0.1	2.993	A
		Exit	1	1		195	195	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	195	195	0.0	0.0	0.000	A
		Exit	1	1		192	192	0.0	0.0	0.136	A
	B - Church Hill	Entry	1	1	A, C	47	46	0.1	0.2	10.640	B
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	164	164	0.0	0.0	0.829	A
		Exit	1	1		149	149	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	138	138	0.0	0.0	0.000	A
		Exit	1	1		157	157	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	94	93	0.1	0.3	9.092	A
		Exit	1	1		82	82	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	198	199	0.1	0.2	3.125	A
		Exit	1	1		191	191	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	191	191	0.0	0.0	0.000	A
		Exit	1	1		199	199	0.0	0.0	0.173	A
	B - Church Hill	Entry	1	1	A, C	47	47	0.2	0.1	10.389	B
		Exit	1	1		64	64	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	170	0.0	0.0	0.973	A
		Exit	1	1		146	146	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	112	112	0.0	0.0	0.000	A
		Exit	1	1		128	128	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	75	77	0.3	0.1	9.194	A
		Exit	1	1		66	66	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	160	0.2	0.1	2.873	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	155	155	0.0	0.0	0.000	A
		Exit	1	1		160	160	0.0	0.0	0.084	A
	B - Church Hill	Entry	1	1	A, C	39	40	0.1	0.1	10.282	B
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	136	136	0.0	0.0	0.870	A
		Exit	1	1		117	117	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	89	89	0.0	0.0	0.000	A
		Exit	1	1		106	106	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	60	61	0.1	0.1	8.806	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	129	128	0.1	0.1	2.416	A
		Exit	1	1		124	124	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		129	129	0.0	0.0	0.080	A
	B - Church Hill	Entry	1	1	A, C	34	33	0.1	0.1	10.078	B
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	109	109	0.0	0.0	0.838	A
		Exit	1	1		94	94	0.0	0.0	0.000	A

Baseline 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.18	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Baseline 2030	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	92	100.000
	B - New Street		ONE HOUR	✓	49	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	43	100.000
	C - Crown Road		ONE HOUR	✓	85	100.000

Origin-Destination Data

**1 -
Schoolhouse
Lane/New
Street/Crown
Road**

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	88
	B - New Street	6	0	43
	C - Crown Road	76	47	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.12	0.00	0.88
	C - Crown Road	0.62	0.38	0.00

**2 - Crown
Road/Church
Hill**

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	31	88
	B - Church Hill	30	0	13
	C - Crown Road	76	9	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.26	0.74
	B - Church Hill	0.70	0.00	0.30
	C - Crown Road	0.89	0.11	0.00

Vehicle Mix

**1 -
Schoolhouse
Lane/New
Street/Crown
Road**

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

**2 - Crown
Road/Church
Hill**

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	76
		B - New Street	37	41
		C - Crown Road	93	102
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	90	99
		B - Church Hill	32	36
		C - Crown Road	64	70
17:00-17:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	91
		B - New Street	44	48
		C - Crown Road	111	122
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	107	118
		B - Church Hill	39	43
		C - Crown Road	76	84
17:15-17:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	101	111
		B - New Street	54	59
		C - Crown Road	135	149
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	131	144
		B - Church Hill	47	52
		C - Crown Road	94	103
17:30-17:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	101	111
		B - New Street	54	59
		C - Crown Road	135	149
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	131	144
		B - Church Hill	47	52
		C - Crown Road	94	103
17:45-18:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	91
		B - New Street	44	48
		C - Crown Road	111	122
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	107	118
		B - Church Hill	39	43
		C - Crown Road	76	84
18:00-18:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	76
		B - New Street	37	41
		C - Crown Road	93	102
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	90	99
		B - Church Hill	32	36
		C - Crown Road	64	70

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	85	127
	B - New Street	8.32	0.2	A	46	69
	C - Crown Road	3.50	0.3	A	96	143
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	121	181
	B - Church Hill	9.54	0.2	A	38	57
	C - Crown Road	0.96	0.0	A	77	116

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	62	16	62	51	0.0	0.0	0.000	A
	B - New Street	36	9	36	36	0.0	0.1	7.290	A
	C - Crown Road	80	20	80	91	0.0	0.1	3.206	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	91	23	91	80	0.0	0.0	0.000	A
	B - Church Hill	32	8	32	31	0.0	0.1	9.117	A
	C - Crown Road	65	16	65	77	0.0	0.0	0.889	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	84	21	84	60	0.0	0.0	0.000	A
	B - New Street	45	11	45	40	0.1	0.1	8.322	A
	C - Crown Road	89	22	90	118	0.1	0.1	3.414	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	118	30	118	89	0.0	0.0	0.000	A
	B - Church Hill	34	9	33	43	0.1	0.2	9.377	A
	C - Crown Road	72	18	72	91	0.0	0.0	0.837	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	85	0.0	0.0	0.000	A
	B - New Street	57	14	56	47	0.1	0.1	8.192	A
	C - Crown Road	123	31	121	148	0.1	0.3	3.427	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	148	37	148	123	0.0	0.0	0.000	A
	B - Church Hill	52	13	51	49	0.2	0.2	9.258	A
	C - Crown Road	98	25	98	125	0.0	0.0	0.963	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	77	0.0	0.0	0.000	A
	B - New Street	54	13	53	52	0.1	0.1	8.231	A
	C - Crown Road	115	29	115	143	0.3	0.1	3.371	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	143	36	143	115	0.0	0.0	0.000	A
	B - Church Hill	45	11	46	44	0.2	0.1	9.541	A
	C - Crown Road	91	23	90	121	0.0	0.0	0.799	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	84	21	84	61	0.0	0.0	0.000	A
	B - New Street	46	11	46	42	0.1	0.1	7.860	A
	C - Crown Road	94	23	94	121	0.1	0.0	3.502	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	121	30	121	94	0.0	0.0	0.000	A
	B - Church Hill	34	9	35	39	0.1	0.1	8.820	A
	C - Crown Road	76	19	77	100	0.0	0.0	0.920	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	72	18	72	52	0.0	0.0	0.000	A
	B - New Street	38	10	39	29	0.1	0.1	8.157	A
	C - Crown Road	74	18	73	103	0.0	0.1	3.154	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	103	26	103	74	0.0	0.0	0.000	A
	B - Church Hill	30	7	30	34	0.1	0.1	9.015	A
	C - Crown Road	61	15	61	86	0.0	0.0	0.797	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment
16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	62	62	0.0	0.0	0.000	A
		Exit	1	1		51	51	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	36	36	0.0	0.1	7.290	A
		Exit	1	1		36	36	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	80	80	0.0	0.1	3.206	A
		Exit	1	1		91	91	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		80	80	0.0	0.0	0.033	A
	B - Church Hill	Entry	1	1	A, C	32	32	0.0	0.1	9.117	A
		Exit	1	1		31	31	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	65	65	0.0	0.0	0.889	A
		Exit	1	1		77	77	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	84	84	0.0	0.0	0.000	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	45	45	0.1	0.1	8.322	A
		Exit	1	1		40	40	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	89	90	0.1	0.1	3.414	A
		Exit	1	1		118	118	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	118	118	0.0	0.0	0.000	A
		Exit	1	1		89	89	0.0	0.0	0.068	A
	B - Church Hill	Entry	1	1	A, C	34	33	0.1	0.2	9.377	A
		Exit	1	1		43	43	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	72	72	0.0	0.0	0.837	A
		Exit	1	1		91	91	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	57	56	0.1	0.1	8.192	A
		Exit	1	1		47	47	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	123	121	0.1	0.3	3.427	A
		Exit	1	1		148	148	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	148	148	0.0	0.0	0.000	A
		Exit	1	1		123	123	0.0	0.0	0.122	A
	B - Church Hill	Entry	1	1	A, C	52	51	0.2	0.2	9.258	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	98	98	0.0	0.0	0.963	A
		Exit	1	1		125	125	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		77	77	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	54	53	0.1	0.1	8.231	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	115	115	0.3	0.1	3.371	A
		Exit	1	1		143	143	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	143	143	0.0	0.0	0.000	A
		Exit	1	1		115	115	0.0	0.0	0.063	A
	B - Church Hill	Entry	1	1	A, C	45	46	0.2	0.1	9.541	A
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	91	90	0.0	0.0	0.799	A
		Exit	1	1		121	121	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	84	84	0.0	0.0	0.000	A
		Exit	1	1		61	61	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	46	0.1	0.1	7.860	A
		Exit	1	1		42	42	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	94	94	0.1	0.0	3.502	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		94	94	0.0	0.0	0.063	A
	B - Church Hill	Entry	1	1	A, C	34	35	0.1	0.1	8.820	A
		Exit	1	1		39	39	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	76	77	0.0	0.0	0.920	A
		Exit	1	1		100	100	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	72	72	0.0	0.0	0.000	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	38	39	0.1	0.1	8.157	A
		Exit	1	1		29	29	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	74	73	0.0	0.1	3.154	A
		Exit	1	1		103	103	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		74	74	0.0	0.0	0.020	A
	B - Church Hill	Entry	1	1	A, C	30	30	0.1	0.1	9.015	A
		Exit	1	1		34	34	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	61	61	0.0	0.0	0.797	A
		Exit	1	1		86	86	0.0	0.0	0.000	A

Baseline 2025 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.62	A
2	Crown Road/Church Hill	T-Junction	Two-way	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Baseline 2025 + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	127	100.000
	B - New Street		ONE HOUR	✓	86	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	88	100.000
	C - Crown Road		ONE HOUR	✓	176	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	107
	B - New Street	17	0	69
	C - Crown Road	139	57	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.16	0.84
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.71	0.29	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	68	107
	B - Church Hill	61	0	27
	C - Crown Road	139	37	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.39	0.61
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.79	0.21	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	96	105
		B - New Street	65	71
		C - Crown Road	148	162
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	132	145
		B - Church Hill	66	73
		C - Crown Road	133	146
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	114	126
		B - New Street	77	85
		C - Crown Road	176	194
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	157	173
		B - Church Hill	79	87
		C - Crown Road	158	174
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	140	154
		B - New Street	95	104
		C - Crown Road	216	237
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	193	212
		B - Church Hill	97	107
		C - Crown Road	194	213
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	140	154
		B - New Street	95	104
		C - Crown Road	216	237
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	193	212
		B - Church Hill	97	107
		C - Crown Road	194	213
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	114	126
		B - New Street	77	85
		C - Crown Road	176	194
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	157	173
		B - Church Hill	79	87
		C - Crown Road	158	174
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	96	105
		B - New Street	65	71
		C - Crown Road	148	162
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	132	145
		B - Church Hill	66	73
		C - Crown Road	133	146

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	119	179
	B - New Street	9.33	0.2	A	80	120
	C - Crown Road	3.48	0.2	A	185	277
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	165	247
	B - Church Hill	12.09	0.4	B	81	122
	C - Crown Road	2.75	0.1	A	161	241

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	97	24	97	123	0.0	0.0	0.000	A
	B - New Street	69	17	68	55	0.0	0.1	8.356	A
	C - Crown Road	152	38	152	140	0.0	0.1	2.802	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	140	35	140	152	0.0	0.0	0.000	A
	B - Church Hill	68	17	69	79	0.0	0.2	9.556	A
	C - Crown Road	131	33	131	108	0.0	0.1	2.004	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	119	30	119	147	0.0	0.0	0.000	A
	B - New Street	83	21	82	71	0.1	0.2	8.989	A
	C - Crown Road	183	46	183	166	0.1	0.2	3.188	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	166	42	166	183	0.0	0.0	0.000	A
	B - Church Hill	79	20	79	98	0.2	0.3	10.776	B
	C - Crown Road	160	40	159	124	0.1	0.1	2.180	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	143	36	143	176	0.0	0.0	0.000	A
	B - New Street	98	24	98	85	0.2	0.2	9.212	A
	C - Crown Road	221	55	221	202	0.2	0.2	3.477	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	202	50	202	221	0.0	0.0	0.000	A
	B - Church Hill	100	25	99	118	0.3	0.4	11.702	B
	C - Crown Road	191	48	193	154	0.1	0.1	2.750	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	136	34	136	181	0.0	0.0	0.000	A
	B - New Street	89	22	89	86	0.2	0.2	9.038	A
	C - Crown Road	228	57	228	188	0.2	0.2	3.137	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	188	47	188	228	0.0	0.0	0.000	A
	B - Church Hill	95	24	95	110	0.4	0.3	12.093	B
	C - Crown Road	200	50	200	145	0.1	0.1	2.580	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	122	30	122	146	0.0	0.0	0.000	A
	B - New Street	75	19	74	72	0.2	0.2	9.333	A
	C - Crown Road	183	46	182	161	0.2	0.2	3.078	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	161	40	161	183	0.0	0.0	0.000	A
	B - Church Hill	80	20	81	94	0.3	0.3	10.800	B
	C - Crown Road	158	39	157	122	0.1	0.1	1.866	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	98	25	98	114	0.0	0.0	0.000	A
	B - New Street	66	17	65	58	0.2	0.2	8.658	A
	C - Crown Road	143	36	143	134	0.2	0.1	2.963	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	134	33	134	143	0.0	0.0	0.000	A
	B - Church Hill	65	16	64	81	0.3	0.2	10.271	B
	C - Crown Road	126	31	126	101	0.1	0.0	2.323	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	97	97	0.0	0.0	0.000	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	69	68	0.0	0.1	8.356	A
		Exit	1	1		55	55	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	152	152	0.0	0.1	2.802	A
		Exit	1	1		140	140	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	140	140	0.0	0.0	0.000	A
		Exit	1	1		152	152	0.0	0.0	0.084	A
	B - Church Hill	Entry	1	1	A, C	68	69	0.0	0.2	9.556	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	131	131	0.0	0.1	2.004	A
		Exit	1	1		108	108	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	119	119	0.0	0.0	0.000	A
		Exit	1	1		147	147	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	83	82	0.1	0.2	8.989	A
		Exit	1	1		71	71	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	183	183	0.1	0.2	3.188	A
		Exit	1	1		166	166	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	166	166	0.0	0.0	0.000	A
		Exit	1	1		183	183	0.0	0.0	0.152	A
	B - Church Hill	Entry	1	1	A, C	79	79	0.2	0.3	10.776	B
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	159	0.1	0.1	2.180	A
		Exit	1	1		124	124	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	143	143	0.0	0.0	0.000	A
		Exit	1	1		176	176	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	98	98	0.2	0.2	9.212	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	221	221	0.2	0.2	3.477	A
		Exit	1	1		202	202	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	202	202	0.0	0.0	0.000	A
		Exit	1	1		221	221	0.0	0.0	0.276	A
	B - Church Hill	Entry	1	1	A, C	100	99	0.3	0.4	11.702	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	191	193	0.1	0.1	2.750	A
		Exit	1	1		154	154	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	136	136	0.0	0.0	0.000	A
		Exit	1	1		181	181	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	89	89	0.2	0.2	9.038	A
		Exit	1	1		86	86	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	228	228	0.2	0.2	3.137	A
		Exit	1	1		188	188	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	188	188	0.0	0.0	0.000	A
		Exit	1	1		228	228	0.0	0.0	0.212	A
	B - Church Hill	Entry	1	1	A, C	95	95	0.4	0.3	12.093	B
		Exit	1	1		110	110	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	200	200	0.1	0.1	2.580	A
		Exit	1	1		145	145	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	122	122	0.0	0.0	0.000	A
		Exit	1	1		146	146	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	75	74	0.2	0.2	9.333	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	183	182	0.2	0.2	3.078	A
		Exit	1	1		161	161	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	161	161	0.0	0.0	0.000	A
		Exit	1	1		184	183	0.0	0.0	0.168	A
	B - Church Hill	Entry	1	1	A, C	80	81	0.3	0.3	10.800	B
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	158	157	0.1	0.1	1.866	A
		Exit	1	1		122	122	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	98	98	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	66	65	0.2	0.2	8.658	A
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	143	143	0.2	0.1	2.963	A
		Exit	1	1		134	134	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	134	134	0.0	0.0	0.000	A
		Exit	1	1		143	143	0.0	0.0	0.174	A
	B - Church Hill	Entry	1	1	A, C	65	64	0.3	0.2	10.271	B
		Exit	1	1		81	81	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	126	126	0.1	0.0	2.323	A
		Exit	1	1		101	101	0.0	0.0	0.000	A

Baseline 2025 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.50	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Baseline 2025 + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	92	100.000
	B - New Street		ONE HOUR	✓	50	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	129	100.000
	C - Crown Road		ONE HOUR	✓	126	100.000

Origin-Destination Data

**1 -
Schoolhouse
Lane/New
Street/Crown
Road**

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	88
	B - New Street	6	0	44
	C - Crown Road	77	50	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.12	0.00	0.88
	C - Crown Road	0.61	0.39	0.00

**2 - Crown
Road/Church
Hill**

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	73	88
	B - Church Hill	75	0	54
	C - Crown Road	78	48	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.45	0.55
	B - Church Hill	0.58	0.00	0.58
	C - Crown Road	0.62	0.38	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

**1 -
Schoolhouse
Lane/New
Street/Crown
Road**

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

**2 - Crown
Road/Church
Hill**

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	76
		B - New Street	38	41
		C - Crown Road	96	105
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	121	133
		B - Church Hill	97	107
		C - Crown Road	95	104
17:00-17:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	91
		B - New Street	45	49
		C - Crown Road	114	126
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	145	159
		B - Church Hill	116	128
		C - Crown Road	113	125
17:15-17:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	101	111
		B - New Street	55	61
		C - Crown Road	140	154
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	177	195
		B - Church Hill	142	156
		C - Crown Road	139	153
17:30-17:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	101	111
		B - New Street	55	61
		C - Crown Road	140	154
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	177	195
		B - Church Hill	142	156
		C - Crown Road	139	153
17:45-18:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	91
		B - New Street	45	49
		C - Crown Road	114	126
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	145	159
		B - Church Hill	116	128
		C - Crown Road	113	125
18:00-18:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	76
		B - New Street	38	41
		C - Crown Road	96	105
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	121	133
		B - Church Hill	97	107
		C - Crown Road	95	104

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	83	125
	B - New Street	8.43	0.2	A	47	70
	C - Crown Road	3.94	0.3	A	137	206
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	121	181
	B - Church Hill	13.35	0.6	B	114	171
	C - Crown Road	3.82	0.2	A	115	172

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	70	17	70	72	0.0	0.0	0.000	A
	B - New Street	41	10	41	49	0.0	0.1	7.347	A
	C - Crown Road	114	29	113	103	0.0	0.2	3.294	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	103	26	103	114	0.0	0.0	0.000	A
	B - Church Hill	98	25	99	84	0.0	0.2	9.952	A
	C - Crown Road	93	23	93	97	0.0	0.1	3.039	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	21	83	88	0.0	0.0	0.000	A
	B - New Street	46	11	45	52	0.1	0.1	8.426	A
	C - Crown Road	133	33	132	120	0.2	0.2	3.707	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	120	30	120	133	0.0	0.0	0.000	A
	B - Church Hill	115	29	114	94	0.2	0.4	11.238	B
	C - Crown Road	111	28	110	117	0.1	0.1	3.449	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	99	25	99	108	0.0	0.0	0.000	A
	B - New Street	59	15	58	61	0.1	0.2	8.095	A
	C - Crown Road	159	40	158	147	0.2	0.3	3.940	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	147	37	147	159	0.0	0.0	0.000	A
	B - Church Hill	130	32	130	118	0.4	0.4	13.349	B
	C - Crown Road	134	33	134	134	0.1	0.1	3.655	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	99	25	99	108	0.0	0.0	0.000	A
	B - New Street	57	14	58	68	0.2	0.1	8.347	A
	C - Crown Road	164	41	165	146	0.3	0.1	3.913	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	146	37	146	164	0.0	0.0	0.000	A
	B - Church Hill	137	34	137	115	0.4	0.6	13.114	B
	C - Crown Road	135	34	135	139	0.1	0.2	3.824	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	21	83	89	0.0	0.0	0.000	A
	B - New Street	46	11	45	58	0.1	0.1	8.047	A
	C - Crown Road	139	35	139	119	0.1	0.2	3.510	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	119	30	119	139	0.0	0.0	0.000	A
	B - Church Hill	115	29	113	95	0.6	0.5	12.115	B
	C - Crown Road	117	29	118	115	0.2	0.1	3.443	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	64	16	64	74	0.0	0.0	0.000	A
	B - New Street	33	8	33	47	0.1	0.1	7.489	A
	C - Crown Road	114	29	114	91	0.2	0.1	3.452	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	91	23	91	114	0.0	0.0	0.000	A
	B - Church Hill	90	22	89	84	0.5	0.3	10.778	B
	C - Crown Road	99	25	99	81	0.1	0.2	3.471	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	70	70	0.0	0.0	0.000	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	41	41	0.0	0.1	7.347	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	114	113	0.0	0.2	3.294	A
		Exit	1	1		103	103	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.045	A
	B - Church Hill	Entry	1	1	A, C	98	99	0.0	0.2	9.952	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	93	93	0.0	0.1	3.039	A
		Exit	1	1		97	97	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	83	83	0.0	0.0	0.000	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	45	0.1	0.1	8.426	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	132	0.2	0.2	3.707	A
		Exit	1	1		120	120	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	120	120	0.0	0.0	0.000	A
		Exit	1	1		133	133	0.0	0.0	0.140	A
	B - Church Hill	Entry	1	1	A, C	115	114	0.2	0.4	11.238	B
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	111	110	0.1	0.1	3.449	A
		Exit	1	1		117	117	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	99	99	0.0	0.0	0.000	A
		Exit	1	1		108	108	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	59	58	0.1	0.2	8.095	A
		Exit	1	1		61	61	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	159	158	0.2	0.3	3.940	A
		Exit	1	1		147	147	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	147	147	0.0	0.0	0.000	A
		Exit	1	1		160	159	0.0	0.0	0.171	A
	B - Church Hill	Entry	1	1	A, C	130	130	0.4	0.4	13.349	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	134	134	0.1	0.1	3.655	A
		Exit	1	1		134	134	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	99	99	0.0	0.0	0.000	A
		Exit	1	1		108	108	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	57	58	0.2	0.1	8.347	A
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	164	165	0.3	0.1	3.913	A
		Exit	1	1		146	146	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	146	146	0.0	0.0	0.000	A
		Exit	1	1		164	164	0.0	0.0	0.212	A
	B - Church Hill	Entry	1	1	A, C	137	137	0.4	0.6	13.114	B
		Exit	1	1		115	115	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	135	135	0.1	0.2	3.824	A
		Exit	1	1		139	139	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	83	83	0.0	0.0	0.000	A
		Exit	1	1		89	89	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	45	0.1	0.1	8.047	A
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	139	139	0.1	0.2	3.510	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	119	119	0.0	0.0	0.000	A
		Exit	1	1		139	139	0.0	0.0	0.108	A
	B - Church Hill	Entry	1	1	A, C	115	113	0.6	0.5	12.115	B
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	117	118	0.2	0.1	3.443	A
		Exit	1	1		115	115	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	64	64	0.0	0.0	0.000	A
		Exit	1	1		74	74	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	33	33	0.1	0.1	7.489	A
		Exit	1	1		47	47	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	114	114	0.2	0.1	3.452	A
		Exit	1	1		91	91	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.086	A
	B - Church Hill	Entry	1	1	A, C	90	89	0.5	0.3	10.778	B
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	99	99	0.1	0.2	3.471	A
		Exit	1	1		81	81	0.0	0.0	0.000	A

Baseline 2030 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.60	A
2	Crown Road/Church Hill	T-Junction	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Baseline 2030 + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	130	100.000
	B - New Street		ONE HOUR	✓	88	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	90	100.000
	C - Crown Road		ONE HOUR	✓	181	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	110
	B - New Street	17	0	71
	C - Crown Road	143	58	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.15	0.85
	B - New Street	0.19	0.00	0.81
	C - Crown Road	0.71	0.29	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	69	110
	B - Church Hill	62	0	28
	C - Crown Road	143	38	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.39	0.61
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.79	0.21	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	98	108
		B - New Street	66	73
		C - Crown Road	151	166
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	135	148
		B - Church Hill	68	75
		C - Crown Road	136	150
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	117	129
		B - New Street	79	87
		C - Crown Road	181	199
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	161	177
		B - Church Hill	81	89
		C - Crown Road	163	179
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	143	157
		B - New Street	97	107
		C - Crown Road	221	243
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	197	217
		B - Church Hill	99	109
		C - Crown Road	199	219
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	143	157
		B - New Street	97	107
		C - Crown Road	221	243
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	197	217
		B - Church Hill	99	109
		C - Crown Road	199	219
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	117	129
		B - New Street	79	87
		C - Crown Road	181	199
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	161	177
		B - Church Hill	81	89
		C - Crown Road	163	179
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	98	108
		B - New Street	66	73
		C - Crown Road	151	166
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	135	148
		B - Church Hill	68	75
		C - Crown Road	136	150

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	120	180
	B - New Street	9.62	0.4	A	81	122
	C - Crown Road	3.31	0.2	A	187	281
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	167	250
	B - Church Hill	12.95	0.4	B	82	123
	C - Crown Road	2.87	0.2	A	165	248

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	126	0.0	0.0	0.000	A
	B - New Street	68	17	68	56	0.0	0.1	8.817	A
	C - Crown Road	155	39	154	142	0.0	0.2	2.791	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	142	35	142	155	0.0	0.0	0.000	A
	B - Church Hill	66	16	65	79	0.0	0.2	9.667	A
	C - Crown Road	138	34	138	111	0.0	0.1	2.070	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	28	112	145	0.0	0.0	0.000	A
	B - New Street	72	18	72	68	0.1	0.2	8.530	A
	C - Crown Road	178	45	180	151	0.2	0.1	2.762	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	151	38	151	178	0.0	0.0	0.000	A
	B - Church Hill	78	20	78	94	0.2	0.2	10.651	B
	C - Crown Road	160	40	159	115	0.1	0.1	1.929	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	146	37	146	175	0.0	0.0	0.000	A
	B - New Street	104	26	103	88	0.2	0.4	9.280	A
	C - Crown Road	221	55	221	207	0.1	0.2	3.198	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	207	52	207	221	0.0	0.0	0.000	A
	B - Church Hill	101	25	100	121	0.2	0.3	11.543	B
	C - Crown Road	199	50	199	164	0.1	0.2	2.872	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	152	38	152	179	0.0	0.0	0.000	A
	B - New Street	102	25	101	88	0.4	0.3	9.624	A
	C - Crown Road	224	56	225	210	0.2	0.1	3.311	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	210	53	210	224	0.0	0.0	0.000	A
	B - Church Hill	98	25	100	122	0.3	0.3	12.951	B
	C - Crown Road	197	49	199	162	0.2	0.1	2.604	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	117	29	117	146	0.0	0.0	0.000	A
	B - New Street	80	20	79	73	0.3	0.2	8.997	A
	C - Crown Road	188	47	187	163	0.1	0.2	3.091	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	163	41	163	188	0.0	0.0	0.000	A
	B - Church Hill	80	20	81	103	0.3	0.2	11.247	B
	C - Crown Road	164	41	165	120	0.1	0.0	2.360	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	23	92	122	0.0	0.0	0.000	A
	B - New Street	62	16	62	59	0.2	0.2	8.299	A
	C - Crown Road	156	39	155	128	0.2	0.2	2.796	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	128	32	128	156	0.0	0.0	0.000	A
	B - Church Hill	70	18	70	76	0.2	0.2	10.207	B
	C - Crown Road	134	33	134	100	0.0	0.1	1.946	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	68	68	0.0	0.1	8.817	A
		Exit	1	1		56	56	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	155	154	0.0	0.2	2.791	A
		Exit	1	1		142	142	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	142	142	0.0	0.0	0.000	A
		Exit	1	1		155	155	0.0	0.0	0.080	A
	B - Church Hill	Entry	1	1	A, C	66	65	0.0	0.2	9.667	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	138	138	0.0	0.1	2.070	A
		Exit	1	1		111	111	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	112	112	0.0	0.0	0.000	A
		Exit	1	1		145	145	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	72	0.1	0.2	8.530	A
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	178	180	0.2	0.1	2.762	A
		Exit	1	1		151	151	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	151	151	0.0	0.0	0.000	A
		Exit	1	1		178	178	0.0	0.0	0.108	A
	B - Church Hill	Entry	1	1	A, C	78	78	0.2	0.2	10.651	B
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	159	0.1	0.1	1.929	A
		Exit	1	1		115	115	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	146	146	0.0	0.0	0.000	A
		Exit	1	1		175	175	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	104	103	0.2	0.4	9.280	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	221	221	0.1	0.2	3.198	A
		Exit	1	1		207	207	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	207	207	0.0	0.0	0.000	A
		Exit	1	1		221	221	0.0	0.0	0.220	A
	B - Church Hill	Entry	1	1	A, C	101	100	0.2	0.3	11.543	B
		Exit	1	1		121	121	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	199	199	0.1	0.2	2.872	A
		Exit	1	1		164	164	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	152	152	0.0	0.0	0.000	A
		Exit	1	1		179	179	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	102	101	0.4	0.3	9.624	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	224	225	0.2	0.1	3.311	A
		Exit	1	1		210	210	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	210	210	0.0	0.0	0.000	A
		Exit	1	1		224	224	0.0	0.0	0.265	A
	B - Church Hill	Entry	1	1	A, C	98	100	0.3	0.3	12.951	B
		Exit	1	1		122	122	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	197	199	0.2	0.1	2.604	A
		Exit	1	1		162	162	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	117	117	0.0	0.0	0.000	A
		Exit	1	1		146	146	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	80	79	0.3	0.2	8.997	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	188	187	0.1	0.2	3.091	A
		Exit	1	1		163	163	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	163	163	0.0	0.0	0.000	A
		Exit	1	1		187	188	0.0	0.0	0.181	A
	B - Church Hill	Entry	1	1	A, C	80	81	0.3	0.2	11.247	B
		Exit	1	1		103	103	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	164	165	0.1	0.0	2.360	A
		Exit	1	1		120	120	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	92	92	0.0	0.0	0.000	A
		Exit	1	1		122	122	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	62	62	0.2	0.2	8.299	A
		Exit	1	1		59	59	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	156	155	0.2	0.2	2.796	A
		Exit	1	1		128	128	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	128	128	0.0	0.0	0.000	A
		Exit	1	1		156	156	0.0	0.0	0.079	A
	B - Church Hill	Entry	1	1	A, C	70	70	0.2	0.2	10.207	B
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	134	134	0.0	0.1	1.946	A
		Exit	1	1		100	100	0.0	0.0	0.000	A

Baseline 2030 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.47	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Baseline 2030 + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	95	100.000
	B - New Street		ONE HOUR	✓	52	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	129	100.000
	C - Crown Road		ONE HOUR	✓	129	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	91
	B - New Street	6	0	46
	C - Crown Road	81	52	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.12	0.00	0.88
	C - Crown Road	0.61	0.39	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	73	91
	B - Church Hill	75	0	54
	C - Crown Road	81	48	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.45	0.55
	B - Church Hill	0.58	0.00	0.42
	C - Crown Road	0.63	0.37	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	72	79
		B - New Street	39	43
		C - Crown Road	100	110
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	123	136
		B - Church Hill	97	107
		C - Crown Road	97	107
17:00-17:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	94
		B - New Street	47	51
		C - Crown Road	120	132
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	147	162
		B - Church Hill	116	128
		C - Crown Road	116	128
17:15-17:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	115
		B - New Street	57	63
		C - Crown Road	146	161
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	181	199
		B - Church Hill	142	156
		C - Crown Road	142	156
17:30-17:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	115
		B - New Street	57	63
		C - Crown Road	146	161
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	181	199
		B - Church Hill	142	156
		C - Crown Road	142	156
17:45-18:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	94
		B - New Street	47	51
		C - Crown Road	120	132
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	147	162
		B - Church Hill	116	128
		C - Crown Road	116	128
18:00-18:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	72	79
		B - New Street	39	43
		C - Crown Road	100	110
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	123	136
		B - Church Hill	97	107
		C - Crown Road	97	107

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	87	131
	B - New Street	8.45	0.2	A	47	71
	C - Crown Road	3.95	0.2	A	145	217
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	125	187
	B - Church Hill	13.36	0.6	B	120	179
	C - Crown Road	3.71	0.2	A	119	178

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	18	71	80	0.0	0.0	0.000	A
	B - New Street	39	10	40	49	0.0	0.0	7.298	A
	C - Crown Road	123	31	123	104	0.0	0.1	3.555	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	104	26	104	123	0.0	0.0	0.000	A
	B - Church Hill	103	26	103	84	0.0	0.3	10.474	B
	C - Crown Road	97	24	98	98	0.0	0.1	3.347	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	21	85	89	0.0	0.0	0.000	A
	B - New Street	44	11	44	60	0.0	0.1	7.552	A
	C - Crown Road	140	35	140	120	0.1	0.1	3.954	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	120	30	120	140	0.0	0.0	0.000	A
	B - Church Hill	114	28	113	95	0.3	0.3	11.216	B
	C - Crown Road	111	28	112	112	0.1	0.1	3.315	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	102	26	102	111	0.0	0.0	0.000	A
	B - New Street	56	14	55	72	0.1	0.1	7.492	A
	C - Crown Road	170	42	173	147	0.1	0.1	3.847	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	147	37	147	170	0.0	0.0	0.000	A
	B - Church Hill	142	35	141	120	0.3	0.6	13.356	B
	C - Crown Road	143	36	142	140	0.1	0.2	3.707	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	27	106	109	0.0	0.0	0.000	A
	B - New Street	55	14	55	74	0.1	0.1	8.380	A
	C - Crown Road	170	42	171	149	0.1	0.1	3.742	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	148	37	148	170	0.0	0.0	0.000	A
	B - Church Hill	140	35	138	120	0.6	0.6	12.748	B
	C - Crown Road	142	36	143	141	0.2	0.1	3.675	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	22	87	94	0.0	0.0	0.000	A
	B - New Street	46	12	46	61	0.1	0.1	8.449	A
	C - Crown Road	144	36	145	123	0.1	0.1	3.853	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	123	31	123	144	0.0	0.0	0.000	A
	B - Church Hill	121	30	119	99	0.6	0.4	11.830	B
	C - Crown Road	119	30	119	117	0.1	0.1	3.644	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	72	18	72	79	0.0	0.0	0.000	A
	B - New Street	42	11	43	51	0.1	0.1	7.512	A
	C - Crown Road	122	31	123	107	0.1	0.1	3.595	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	107	27	107	122	0.0	0.0	0.000	A
	B - Church Hill	98	24	98	83	0.4	0.3	10.106	B
	C - Crown Road	99	25	100	100	0.1	0.1	3.287	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	71	71	0.0	0.0	0.000	A
		Exit	1	1		80	80	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	39	40	0.0	0.0	7.298	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	123	123	0.0	0.1	3.555	A
		Exit	1	1		104	104	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	104	104	0.0	0.0	0.000	A
		Exit	1	1		123	123	0.0	0.0	0.089	A
	B - Church Hill	Entry	1	1	A, C	103	103	0.0	0.3	10.474	B
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	97	98	0.0	0.1	3.347	A
		Exit	1	1		98	98	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	85	85	0.0	0.0	0.000	A
		Exit	1	1		89	89	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	44	44	0.0	0.1	7.552	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	140	140	0.1	0.1	3.954	A
		Exit	1	1		120	120	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	120	120	0.0	0.0	0.000	A
		Exit	1	1		139	140	0.0	0.0	0.141	A
	B - Church Hill	Entry	1	1	A, C	114	113	0.3	0.3	11.216	B
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	111	112	0.1	0.1	3.315	A
		Exit	1	1		112	112	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	102	102	0.0	0.0	0.000	A
		Exit	1	1		111	111	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	56	55	0.1	0.1	7.492	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	173	0.1	0.1	3.847	A
		Exit	1	1		147	147	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	147	147	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.155	A
	B - Church Hill	Entry	1	1	A, C	142	141	0.3	0.6	13.356	B
		Exit	1	1		120	120	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	143	142	0.1	0.2	3.707	A
		Exit	1	1		140	140	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	106	106	0.0	0.0	0.000	A
		Exit	1	1		109	109	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	55	55	0.1	0.1	8.380	A
		Exit	1	1		74	74	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	171	0.1	0.1	3.742	A
		Exit	1	1		149	149	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	148	148	0.0	0.0	0.000	A
		Exit	1	1		169	170	0.0	0.0	0.196	A
	B - Church Hill	Entry	1	1	A, C	140	138	0.6	0.6	12.748	B
		Exit	1	1		120	120	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	142	143	0.2	0.1	3.675	A
		Exit	1	1		141	141	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	87	87	0.0	0.0	0.000	A
		Exit	1	1		94	94	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	46	0.1	0.1	8.449	A
		Exit	1	1		61	61	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	145	0.1	0.1	3.853	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	123	123	0.0	0.0	0.000	A
		Exit	1	1		144	144	0.0	0.0	0.219	A
	B - Church Hill	Entry	1	1	A, C	121	119	0.6	0.4	11.830	B
		Exit	1	1		99	99	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	119	119	0.1	0.1	3.644	A
		Exit	1	1		117	117	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	72	72	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	42	43	0.1	0.1	7.512	A
		Exit	1	1		51	51	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	122	123	0.1	0.1	3.595	A
		Exit	1	1		107	107	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	107	107	0.0	0.0	0.000	A
		Exit	1	1		122	122	0.0	0.0	0.111	A
	B - Church Hill	Entry	1	1	A, C	98	98	0.4	0.3	10.106	B
		Exit	1	1		83	83	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	99	100	0.1	0.1	3.287	A
		Exit	1	1		100	100	0.0	0.0	0.000	A

Baseline 2030 + PD + ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.89	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Baseline 2030 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	139	100.000
	B - New Street		ONE HOUR	✓	93	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	110	100.000
	C - Crown Road		ONE HOUR	✓	213	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	119
	B - New Street	17	0	76
	C - Crown Road	158	72	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.14	0.86
	B - New Street	0.18	0.00	0.82
	C - Crown Road	0.69	0.31	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	73	119
	B - Church Hill	71	0	39
	C - Crown Road	158	55	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.38	0.62
	B - Church Hill	0.65	0.00	0.35
	C - Crown Road	0.74	0.26	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	115
		B - New Street	70	77
		C - Crown Road	173	190
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	145	159
		B - Church Hill	83	91
		C - Crown Road	160	176
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	125	137
		B - New Street	84	92
		C - Crown Road	207	227
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	173	190
		B - Church Hill	99	109
		C - Crown Road	191	211
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	153	168
		B - New Street	102	113
		C - Crown Road	253	279
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	211	233
		B - Church Hill	121	133
		C - Crown Road	235	258
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	153	168
		B - New Street	102	113
		C - Crown Road	253	279
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	211	233
		B - Church Hill	121	133
		C - Crown Road	235	258
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	125	137
		B - New Street	84	92
		C - Crown Road	207	227
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	173	190
		B - Church Hill	99	109
		C - Crown Road	191	211
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	115
		B - New Street	70	77
		C - Crown Road	173	190
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	145	159
		B - Church Hill	83	91
		C - Crown Road	160	176

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	129	193
	B - New Street	9.77	0.4	A	85	128
	C - Crown Road	3.89	0.3	A	211	317
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	179	268
	B - Church Hill	13.28	0.6	B	101	151
	C - Crown Road	3.83	0.3	A	198	297

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	104	26	104	130	0.0	0.0	0.000	A
	B - New Street	70	18	70	72	0.0	0.1	8.420	A
	C - Crown Road	175	44	174	148	0.0	0.2	3.107	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	148	37	148	175	0.0	0.0	0.000	A
	B - Church Hill	81	20	81	99	0.0	0.2	10.591	B
	C - Crown Road	161	40	162	117	0.0	0.0	2.688	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	115	29	115	154	0.0	0.0	0.000	A
	B - New Street	86	21	85	84	0.1	0.2	9.294	A
	C - Crown Road	206	52	207	169	0.2	0.2	3.464	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	169	42	169	206	0.0	0.0	0.000	A
	B - Church Hill	103	26	103	115	0.2	0.3	11.938	B
	C - Crown Road	189	47	189	140	0.0	0.1	2.877	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	159	40	159	192	0.0	0.0	0.000	A
	B - New Street	101	25	99	99	0.2	0.4	9.768	A
	C - Crown Road	252	63	252	219	0.2	0.2	3.894	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	218	55	218	252	0.0	0.0	0.000	A
	B - Church Hill	118	29	118	148	0.3	0.5	12.782	B
	C - Crown Road	239	60	240	177	0.1	0.1	3.598	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	157	39	157	189	0.0	0.0	0.000	A
	B - New Street	102	25	100	100	0.4	0.4	9.594	A
	C - Crown Road	246	61	246	214	0.2	0.3	3.733	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	214	53	214	246	0.0	0.0	0.000	A
	B - Church Hill	122	30	119	144	0.5	0.6	13.281	B
	C - Crown Road	236	59	235	179	0.1	0.2	3.831	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	128	32	128	163	0.0	0.0	0.000	A
	B - New Street	81	20	82	84	0.4	0.2	8.715	A
	C - Crown Road	209	52	210	174	0.3	0.2	3.455	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	174	43	174	209	0.0	0.0	0.000	A
	B - Church Hill	97	24	97	118	0.6	0.4	12.808	B
	C - Crown Road	198	49	197	141	0.2	0.2	3.022	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	27	109	137	0.0	0.0	0.000	A
	B - New Street	70	18	70	70	0.2	0.2	8.321	A
	C - Crown Road	179	45	179	151	0.2	0.2	3.029	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	151	38	151	179	0.0	0.0	0.000	A
	B - Church Hill	83	21	83	98	0.4	0.2	11.053	B
	C - Crown Road	165	41	165	122	0.2	0.1	2.840	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	104	104	0.0	0.0	0.000	A
		Exit	1	1		130	130	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	70	70	0.0	0.1	8.420	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	175	174	0.0	0.2	3.107	A
		Exit	1	1		148	148	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	148	148	0.0	0.0	0.000	A
		Exit	1	1		175	175	0.0	0.0	0.116	A
	B - Church Hill	Entry	1	1	A, C	81	81	0.0	0.2	10.591	B
		Exit	1	1		99	99	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	161	162	0.0	0.0	2.688	A
		Exit	1	1		117	117	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	115	115	0.0	0.0	0.000	A
		Exit	1	1		154	154	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	86	85	0.1	0.2	9.294	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	206	207	0.2	0.2	3.464	A
		Exit	1	1		169	169	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	169	169	0.0	0.0	0.000	A
		Exit	1	1		206	206	0.0	0.0	0.239	A
	B - Church Hill	Entry	1	1	A, C	103	103	0.2	0.3	11.938	B
		Exit	1	1		115	115	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	189	189	0.0	0.1	2.877	A
		Exit	1	1		140	140	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	159	159	0.0	0.0	0.000	A
		Exit	1	1		192	192	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	101	99	0.2	0.4	9.768	A
		Exit	1	1		99	99	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	252	252	0.2	0.2	3.894	A
		Exit	1	1		219	219	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	218	218	0.0	0.0	0.000	A
		Exit	1	1		252	252	0.0	0.0	0.309	A
	B - Church Hill	Entry	1	1	A, C	118	118	0.3	0.5	12.782	B
		Exit	1	1		148	148	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	239	240	0.1	0.1	3.598	A
		Exit	1	1		177	177	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	157	157	0.0	0.0	0.000	A
		Exit	1	1		189	189	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	102	100	0.4	0.4	9.594	A
		Exit	1	1		100	100	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	246	246	0.2	0.3	3.733	A
		Exit	1	1		214	214	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	214	214	0.0	0.0	0.000	A
		Exit	1	1		246	246	0.0	0.0	0.280	A
	B - Church Hill	Entry	1	1	A, C	122	119	0.5	0.6	13.281	B
		Exit	1	1		144	144	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	236	235	0.1	0.2	3.831	A
		Exit	1	1		179	179	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	128	128	0.0	0.0	0.000	A
		Exit	1	1		163	163	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	81	82	0.4	0.2	8.715	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	209	210	0.3	0.2	3.455	A
		Exit	1	1		174	174	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	174	174	0.0	0.0	0.000	A
		Exit	1	1		209	209	0.0	0.0	0.178	A
	B - Church Hill	Entry	1	1	A, C	97	97	0.6	0.4	12.808	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	198	197	0.2	0.2	3.022	A
		Exit	1	1		141	141	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	109	109	0.0	0.0	0.000	A
		Exit	1	1		137	137	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	70	70	0.2	0.2	8.321	A
		Exit	1	1		70	70	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	179	179	0.2	0.2	3.029	A
		Exit	1	1		151	151	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	151	151	0.0	0.0	0.000	A
		Exit	1	1		179	179	0.0	0.0	0.175	A
	B - Church Hill	Entry	1	1	A, C	83	83	0.4	0.2	11.053	B
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	165	165	0.2	0.1	2.840	A
		Exit	1	1		122	122	0.0	0.0	0.000	A

Baseline 2030 + PD + ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.82	A
2	Crown Road/Church Hill	T-Junction	Two-way	6.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Baseline 2030 + PD + ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Schoolhouse Lane	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	117	100.000
	B - New Street		ONE HOUR	✓	64	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Schoolhouse Lane	✓				
	B - Church Hill		ONE HOUR	✓	147	100.000
	C - Crown Road		ONE HOUR	✓	144	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	113
	B - New Street	6	0	58
	C - Crown Road	85	56	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.03	0.97
	B - New Street	0.09	0.00	0.91
	C - Crown Road	0.60	0.40	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0	81	113
	B - Church Hill	78	0	69
	C - Crown Road	86	58	0

Proportions

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.42	0.58
	B - Church Hill	0.53	0.00	0.47
	C - Crown Road	0.60	0.40	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

	To			
		A - Schoolhouse Lane	B - Church Hill	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	88	97
		B - New Street	48	53
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	146	161
		B - Church Hill	111	122
		C - Crown Road	108	119
17:00-17:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	116
		B - New Street	58	63
		C - Crown Road	127	139
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	174	192
		B - Church Hill	132	145
		C - Crown Road	129	142
17:15-17:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	142
		B - New Street	70	78
		C - Crown Road	155	171
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	214	235
		B - Church Hill	162	178
		C - Crown Road	159	174
17:30-17:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	142
		B - New Street	70	78
		C - Crown Road	155	171
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	214	235
		B - Church Hill	162	178
		C - Crown Road	159	174
17:45-18:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	116
		B - New Street	58	63
		C - Crown Road	127	139
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	174	192
		B - Church Hill	132	145
		C - Crown Road	129	142
18:00-18:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	88	97
		B - New Street	48	53
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Schoolhouse Lane	146	161
		B - Church Hill	111	122
		C - Crown Road	108	119

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	106	159
	B - New Street	9.10	0.2	A	59	89
	C - Crown Road	4.46	0.2	A	148	223
2 - Crown Road/Church Hill	A - Schoolhouse Lane	0.00	0.0	A	157	235
	B - Church Hill	14.58	0.8	B	135	202
	C - Crown Road	4.48	0.2	A	130	195

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	90	22	90	78	0.0	0.0	0.000	A
	B - New Street	47	12	46	52	0.0	0.1	7.388	A
	C - Crown Road	122	30	123	129	0.0	0.1	3.775	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	129	32	129	122	0.0	0.0	0.000	A
	B - Church Hill	117	29	116	97	0.0	0.4	10.695	B
	C - Crown Road	107	27	107	133	0.0	0.2	3.606	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	25	100	92	0.0	0.0	0.000	A
	B - New Street	57	14	59	61	0.1	0.1	8.371	A
	C - Crown Road	144	36	145	152	0.1	0.1	3.717	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	152	38	152	144	0.0	0.0	0.000	A
	B - Church Hill	129	32	129	113	0.4	0.5	13.004	B
	C - Crown Road	127	32	127	152	0.2	0.1	3.868	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	124	31	124	114	0.0	0.0	0.000	A
	B - New Street	71	18	70	78	0.1	0.1	8.564	A
	C - Crown Road	181	45	182	183	0.1	0.1	4.090	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	183	46	183	181	0.0	0.0	0.000	A
	B - Church Hill	164	41	166	142	0.5	0.5	14.164	B
	C - Crown Road	160	40	161	187	0.1	0.1	4.222	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	32	129	114	0.0	0.0	0.000	A
	B - New Street	70	18	71	81	0.1	0.2	9.102	A
	C - Crown Road	183	46	183	188	0.1	0.2	4.457	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	188	47	188	183	0.0	0.0	0.000	A
	B - Church Hill	166	42	166	135	0.5	0.8	14.581	B
	C - Crown Road	153	38	154	189	0.1	0.1	4.479	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	90	0.0	0.0	0.000	A
	B - New Street	60	15	60	61	0.2	0.2	8.422	A
	C - Crown Road	143	36	144	155	0.2	0.2	3.908	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	155	39	155	143	0.0	0.0	0.000	A
	B - Church Hill	127	32	125	118	0.8	0.5	12.811	B
	C - Crown Road	125	31	126	144	0.1	0.1	4.028	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	23	92	79	0.0	0.0	0.000	A
	B - New Street	49	12	49	47	0.2	0.1	7.870	A
	C - Crown Road	119	30	118	133	0.2	0.1	3.646	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	133	33	133	119	0.0	0.0	0.000	A
	B - Church Hill	105	26	104	104	0.5	0.4	10.987	B
	C - Crown Road	108	27	108	123	0.1	0.1	4.036	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	90	90	0.0	0.0	0.000	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	47	46	0.0	0.1	7.388	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	122	123	0.0	0.1	3.775	A
		Exit	1	1		129	129	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		122	122	0.0	0.0	0.097	A
	B - Church Hill	Entry	1	1	A, C	117	116	0.0	0.4	10.695	B
		Exit	1	1		97	97	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	107	107	0.0	0.2	3.606	A
		Exit	1	1		133	133	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		92	92	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	57	59	0.1	0.1	8.371	A
		Exit	1	1		61	61	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	145	0.1	0.1	3.717	A
		Exit	1	1		152	152	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	152	152	0.0	0.0	0.000	A
		Exit	1	1		143	144	0.0	0.0	0.116	A
	B - Church Hill	Entry	1	1	A, C	129	129	0.4	0.5	13.004	B
		Exit	1	1		113	113	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	127	127	0.2	0.1	3.868	A
		Exit	1	1		152	152	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	71	70	0.1	0.1	8.564	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	181	182	0.1	0.1	4.090	A
		Exit	1	1		183	183	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	183	183	0.0	0.0	0.000	A
		Exit	1	1		181	181	0.0	0.0	0.202	A
	B - Church Hill	Entry	1	1	A, C	164	166	0.5	0.5	14.164	B
		Exit	1	1		142	142	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	161	0.1	0.1	4.222	A
		Exit	1	1		187	187	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	70	71	0.1	0.2	9.102	A
		Exit	1	1		81	81	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	183	183	0.1	0.2	4.457	A
		Exit	1	1		188	188	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	188	188	0.0	0.0	0.000	A
		Exit	1	1		183	183	0.0	0.0	0.267	A
	B - Church Hill	Entry	1	1	A, C	166	166	0.5	0.8	14.581	B
		Exit	1	1		135	135	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	153	154	0.1	0.1	4.479	A
		Exit	1	1		189	189	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		90	90	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	60	60	0.2	0.2	8.422	A
		Exit	1	1		61	61	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	143	144	0.2	0.2	3.908	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	155	155	0.0	0.0	0.000	A
		Exit	1	1		143	143	0.0	0.0	0.253	A
	B - Church Hill	Entry	1	1	A, C	127	125	0.8	0.5	12.811	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	125	126	0.1	0.1	4.028	A
		Exit	1	1		144	144	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	92	92	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	49	49	0.2	0.1	7.870	A
		Exit	1	1		47	47	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	119	118	0.2	0.1	3.646	A
		Exit	1	1		133	133	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Schoolhouse Lane	Entry	1	1	B, C	133	133	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.106	A
	B - Church Hill	Entry	1	1	A, C	105	104	0.5	0.4	10.987	B
		Exit	1	1		104	104	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	108	108	0.1	0.1	4.036	A
		Exit	1	1		123	123	0.0	0.0	0.000	A

Appendix B

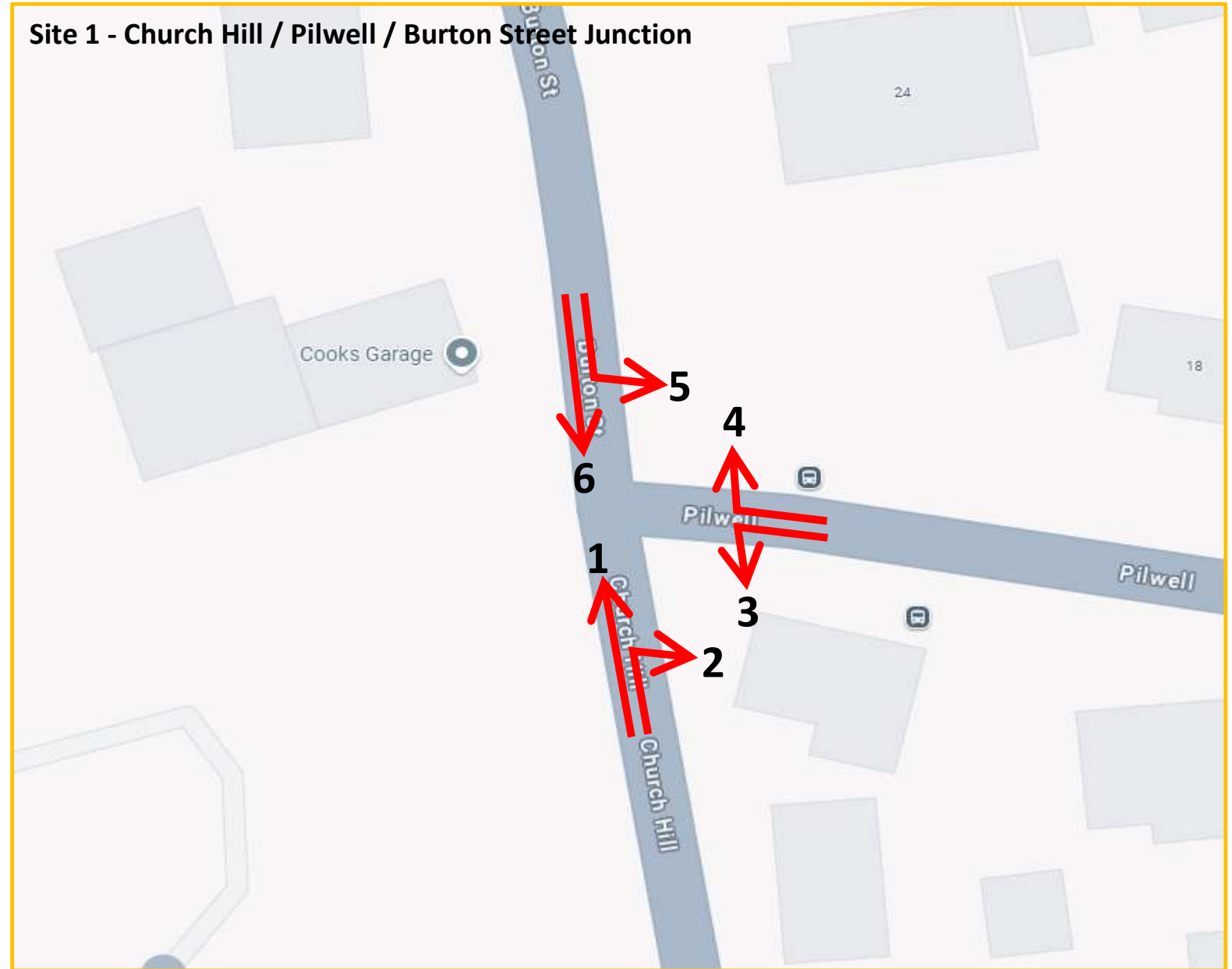
Site: Site 1 - Church Hill / Pilwell / Burton Street Junction

Location: Marnhull, Sturminster Newton, DT10 1PS

Date: Thursday 13th February 2025

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Church Hill / Pilwell / Burton Street Junction



HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS															
0700-0800	32	10	0	0	0	0	0	42	42.00	4	1	0	0	0	0	0	5	5.00	6	0	0	1	3	0	0	0	10	14.30	7	3	1	0	0	0	0	11	11.50	17	1	1	0	0	0	0	19	19.50	16	4	0	0	0	0	0	20	20.00
0715-0815	35	9	0	0	0	0	0	44	44.00	7	1	0	0	0	0	0	8	8.00	11	0	0	0	4	4	0	0	15	19.00	6	3	1	0	0	0	0	10	10.50	24	1	1	0	0	0	0	26	26.50	23	2	0	0	1	0	0	26	27.00
0730-0830	37	9	0	0	0	0	0	46	46.00	14	2	0	0	1	0	0	17	18.00	13	0	0	0	4	4	0	0	17	17.50	12	4	1	0	0	0	0	17	17.50	24	0	1	0	0	0	0	25	25.50	24	3	0	1	0	0	0	29	30.00
0745-0845	27	7	0	0	2	0	0	36	38.00	19	1	0	1	1	0	0	22	24.30	20	1	0	0	2	0	0	0	23	25.00	14	3	1	0	0	0	0	18	18.50	32	0	0	0	0	0	0	32	32.00	27	3	1	0	2	0	0	33	35.50
0800-0900	26	9	0	0	2	0	0	37	39.00	21	1	0	1	1	0	0	24	26.30	24	1	0	1	2	0	0	0	28	31.30	19	4	2	0	0	0	0	25	26.00	27	1	0	0	0	0	0	28	28.00	26	5	2	0	2	0	1	36	38.50
0815-0915	20	12	0	0	2	0	0	34	36.00	24	1	0	1	1	0	0	27	29.30	23	2	1	1	1	0	0	0	28	30.80	20	4	2	0	0	0	0	26	27.00	25	2	1	0	0	0	0	28	28.50	24	6	2	0	1	0	1	34	35.20
0830-0930	22	11	1	0	2	0	1	37	38.70	18	0	0	1	0	0	0	19	20.30	22	2	1	1	0	0	0	0	26	28.00	20	3	2	0	1	0	0	26	28.00	26	2	1	0	0	0	0	29	29.50	22	3	1	0	1	0	1	28	30.70
0845-0945	29	10	3	0	0	0	2	44	43.90	12	0	0	0	0	0	0	12	12.00	14	0	0	0	0	0	0	0	17	18.80	19	5	2	0	1	0	0	27	29.00	20	2	1	0	0	0	0	23	23.50	28	4	2	0	0	0	1	35	35.20
0900-1000	29	9	3	0	0	0	2	43	42.90	14	0	0	0	0	0	0	14	14.00	11	1	1	0	1	0	0	0	14	15.50	15	5	1	0	1	0	0	22	23.50	25	1	1	0	0	0	0	27	27.50	28	3	2	0	0	0	0	33	34.00

[illegible]

QUEUES - Site 1 - Church Hill / Pilwell / Burton Street Junction
Queue Length Survey

Junction 1 of 1
Church Hill
Pilwell

Date
Thursday 13th February 2025

Church Hill

07:00 - 10:00 (Weekday AM Peak)

TIME	RIGHT-TURN IN LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

Pilwell

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	1
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	1
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	2
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

Church Hill

16:00 - 19:00 (Weekday PM Peak)

TIME	RIGHT-TURN IN LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

Pilwell

16:00 - 19:00 (Weekday PM Peak)

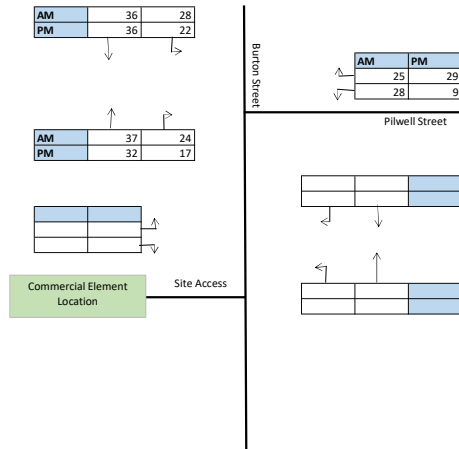
TIME	SINGLE LANE
16:05	0
16:10	2
16:15	1
16:20	0
16:25	0
16:30	0
16:35	0
16:40	1
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	1
17:15	0
17:20	0
17:25	0
17:30	0
17:35	1
17:40	1
17:45	0
17:50	0
17:55	1
18:00	0
18:05	1
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	1
18:50	0
18:55	0
19:00	0

Appendix C



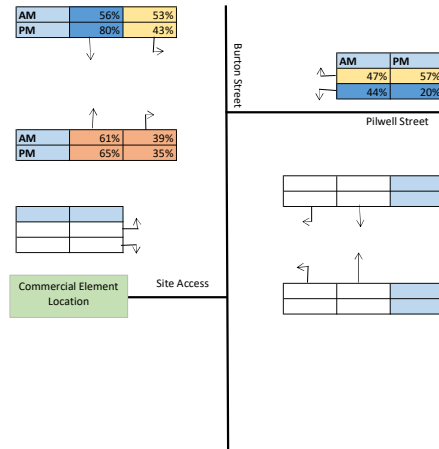
Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: KCH
Approved By: HC
Scenario: Pilwell Junction 2025 Survey outputs

2025 Surveyed Peak Hour Movements

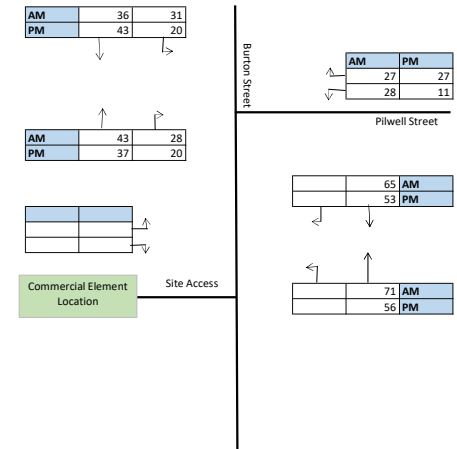


Percentage splits

The coloured boxes refer to the AM and PM flows that have been combined to calculate the movements through each arm.



2022 baseline - updated to 2025

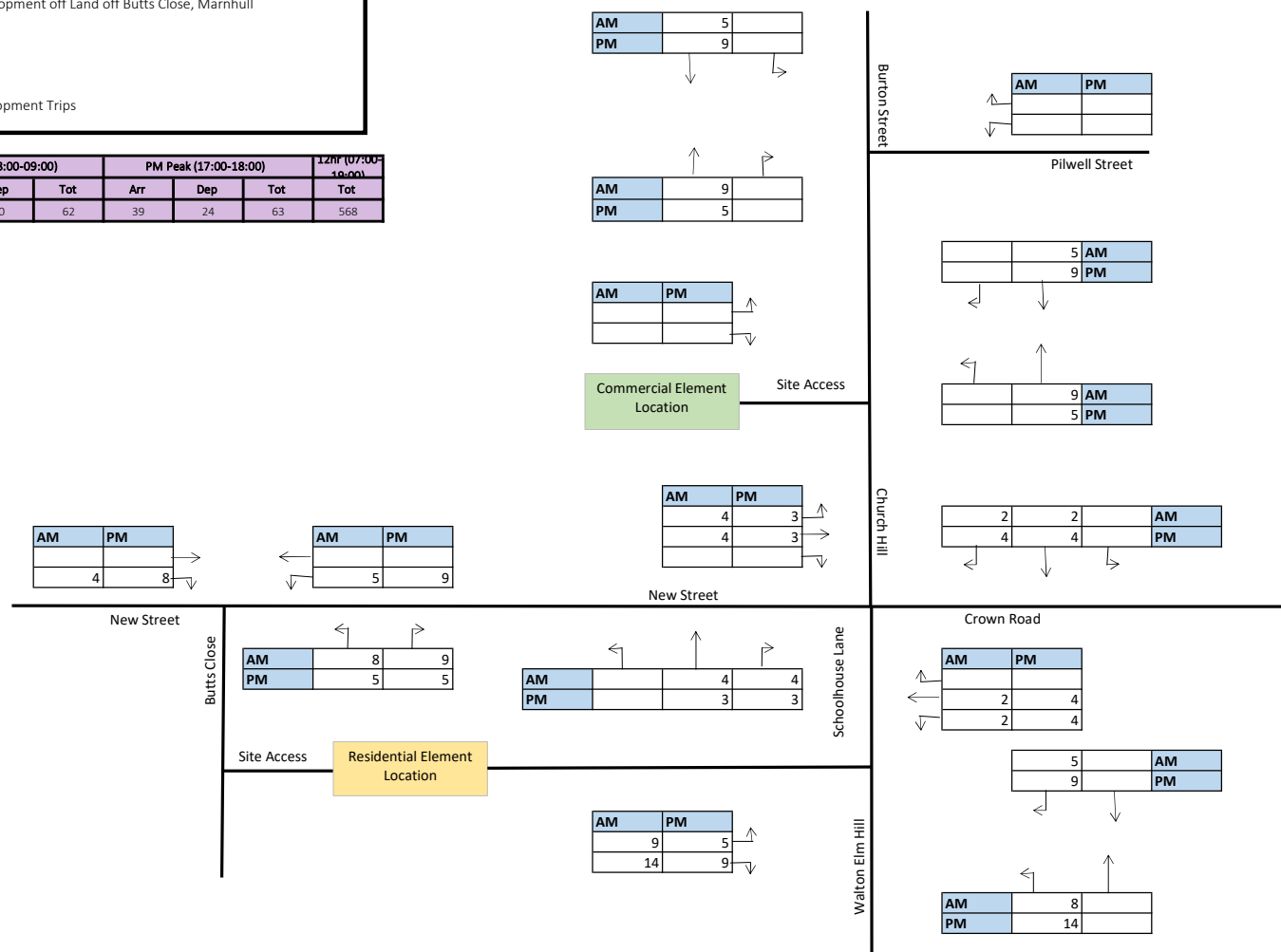


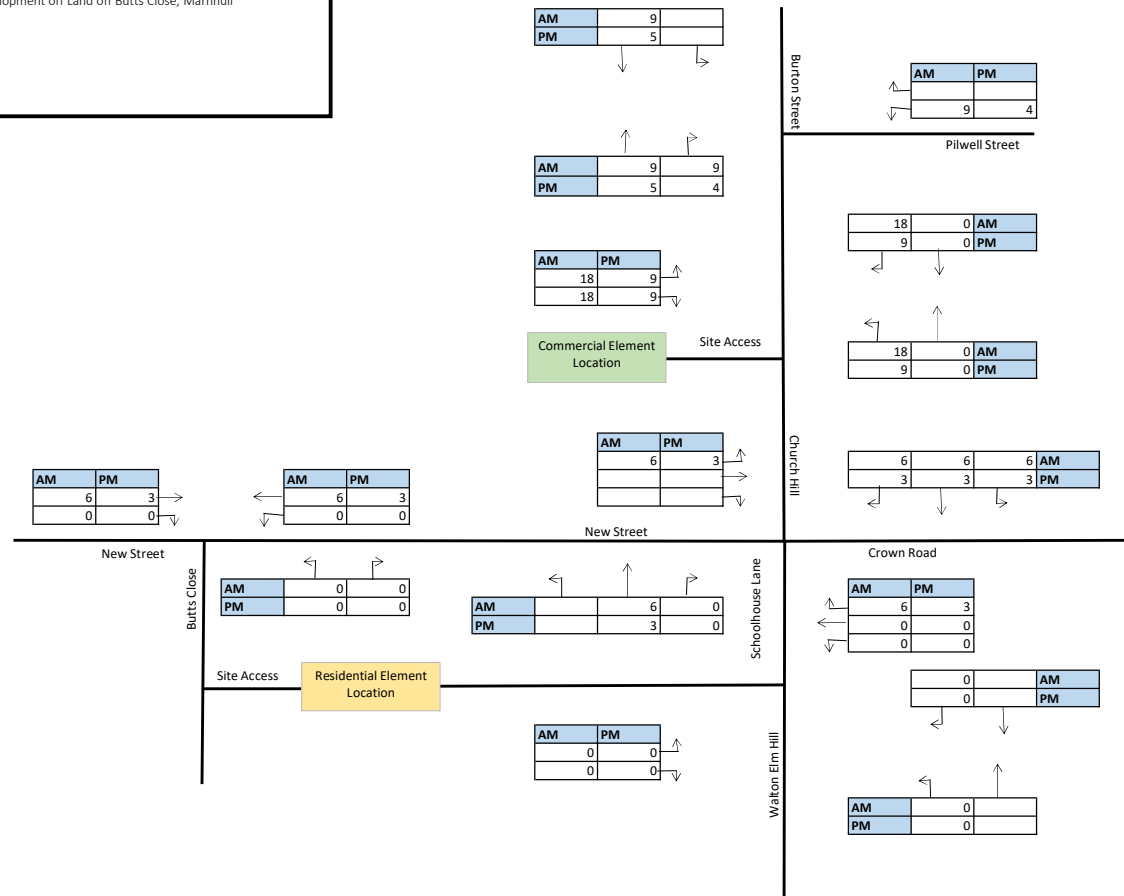


Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: Residential Development Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Total Trip Generation	22	40	62	39	24	63	568



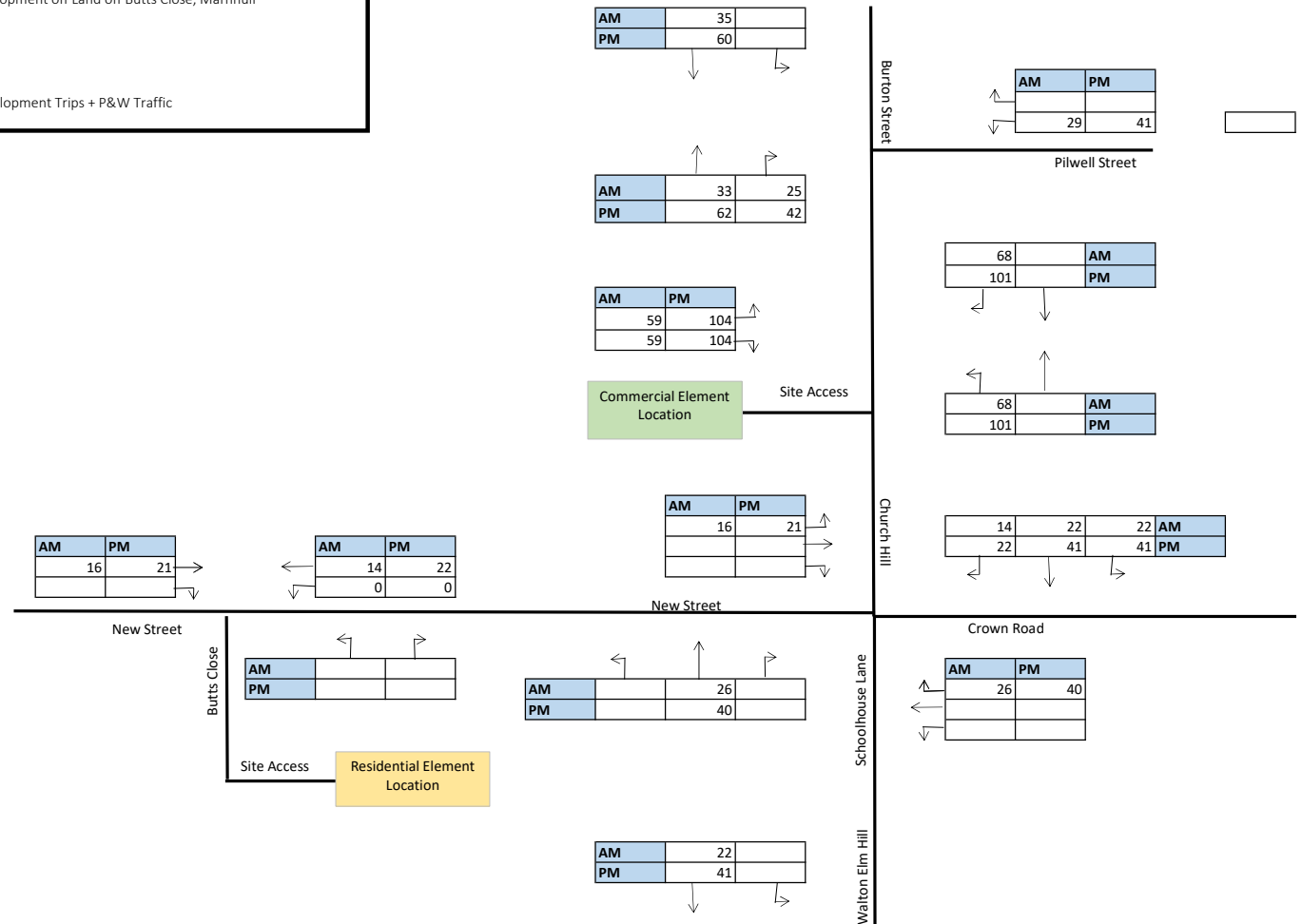


N.B. Proposed Park & Walk car park trips have been applied based on a worst case of 36 arrivals and 36 departures in the AM peak. Whilst no trips have been assumed to be generated by the school in the PM peak due to the opening times of the school a worst case of 50% occupation of the park and walk carpark has been assumed (18 arrivals and departures). Within both peaks, 50% of trips are assumed to travel northbound on Churchill and 50% travelling southbound. At the New Street/Schoolhouse Lane/Crown Road/Church Street junction the trips are assumed to be split evenly across each arm of the junction.



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: Commercial Development Trips + P&W Traffic

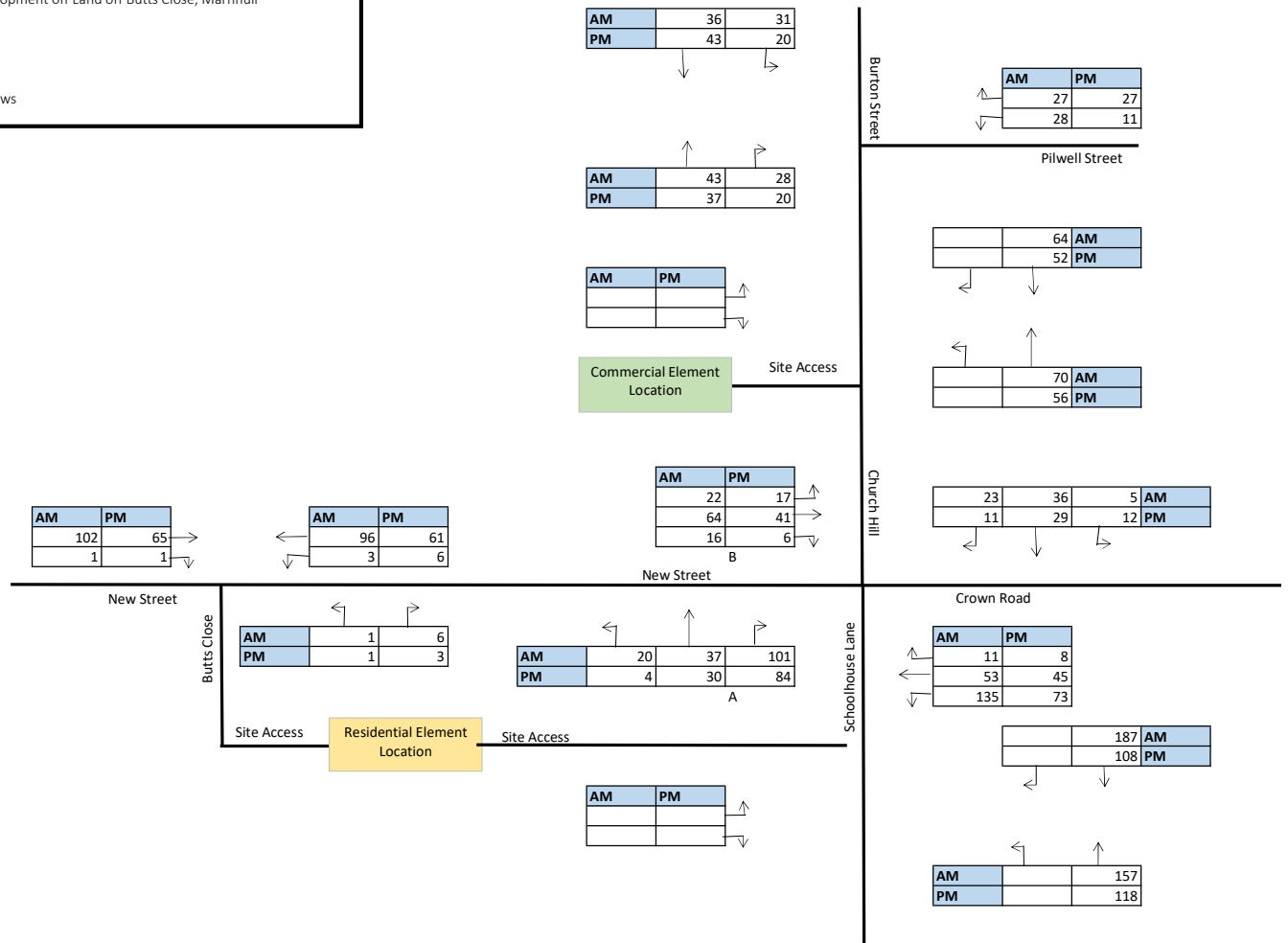




Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC
Scenario: 2025 Network Flows

TEMPRO

	AM	PM
2022-2025	1.0447	1.0442
2022-2030	1.0740	1.0738
2025-2030	1.028	1.0283





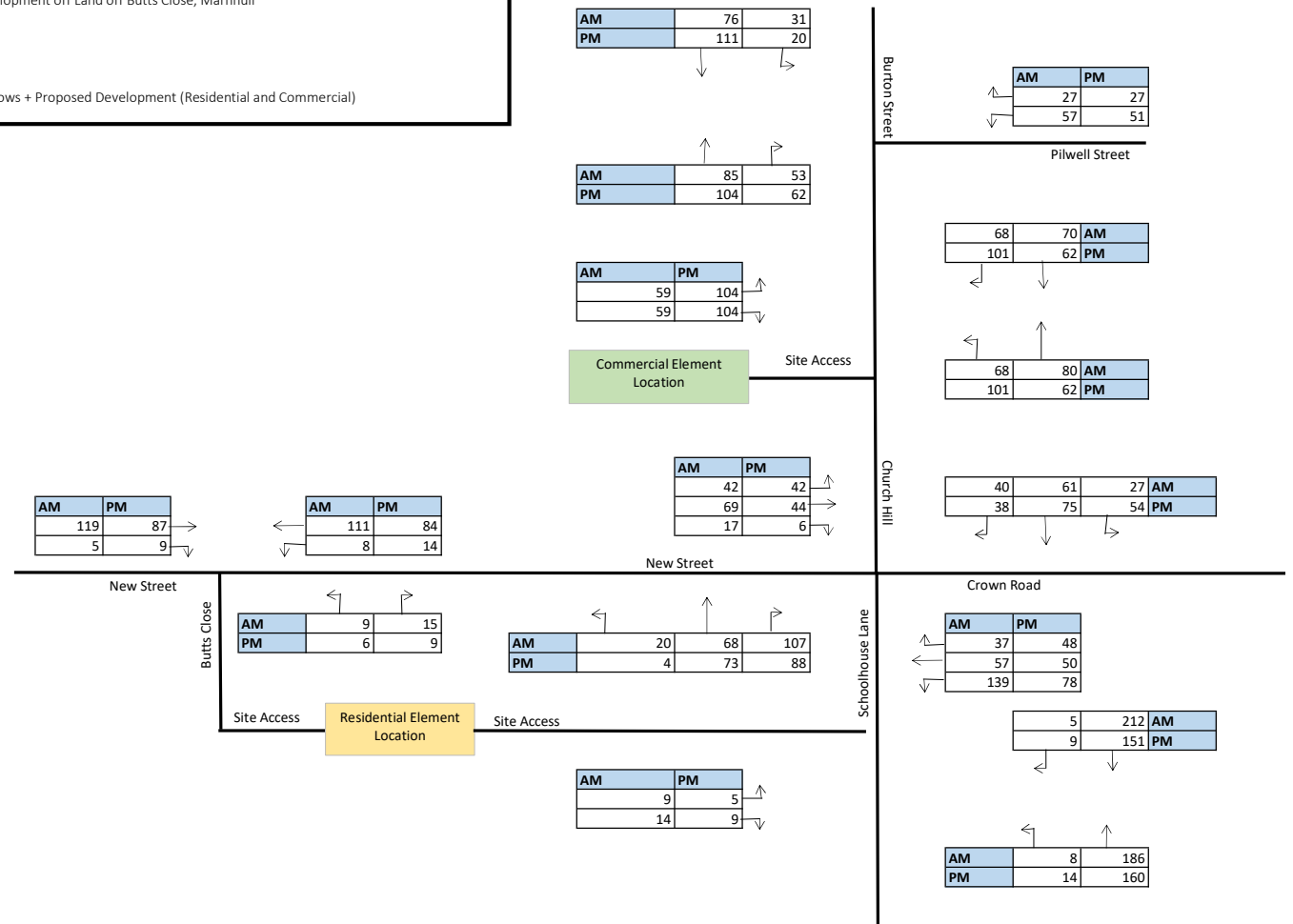
Project Name: Mixed Development off Land off Butts Close, Marnhull

Project Number: 106.0026

Drawn By:

Approved By: HC

Scenario: 2025 Network Flows + Proposed Development (Residential and Commercial)



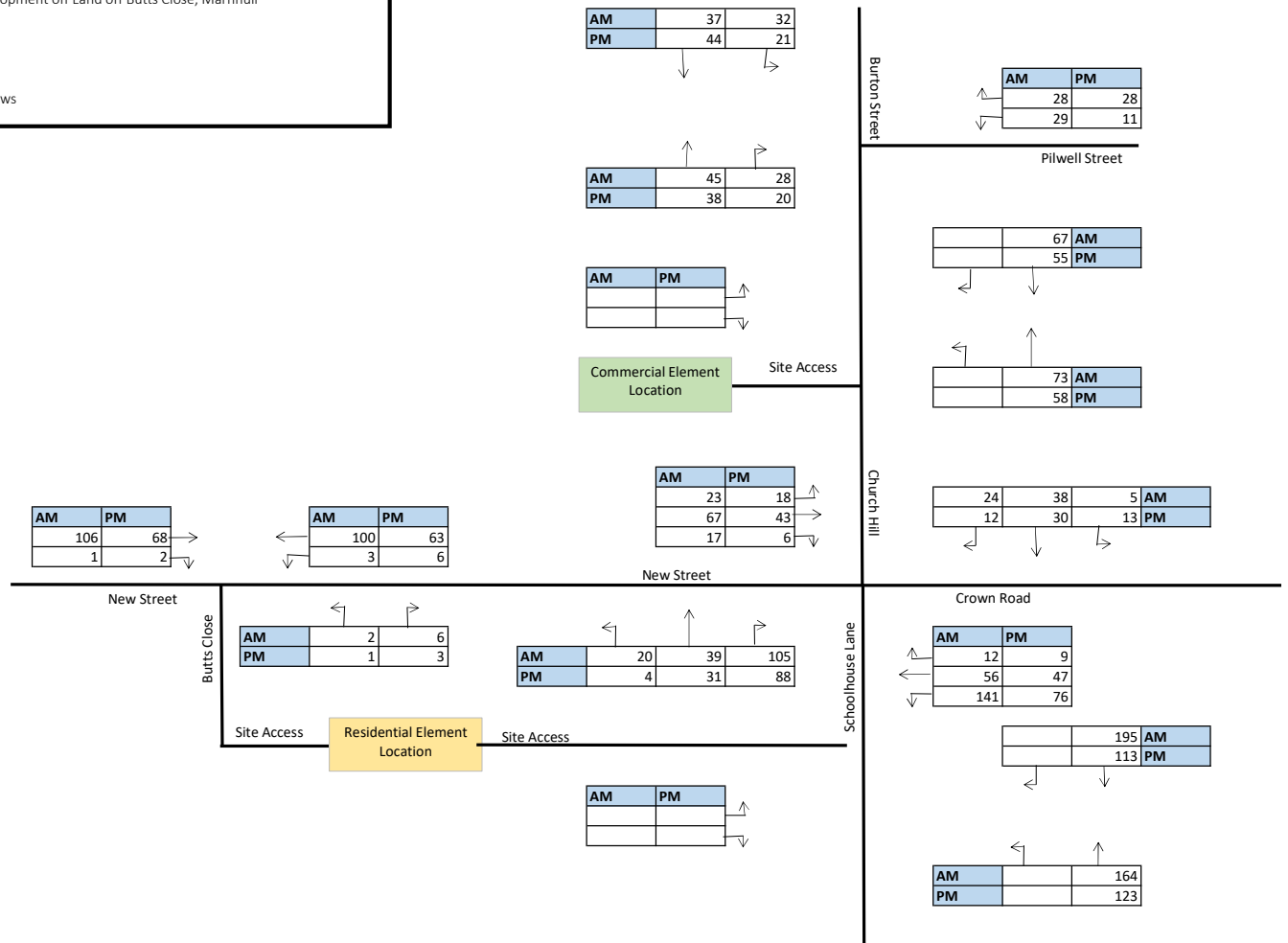


Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2030 Network Flows

TEMPRO

	AM	PM
2022-2025	1.0447	1.0442
2022-2030	1.0740	1.0738
2025-2030	1.028	1.0283





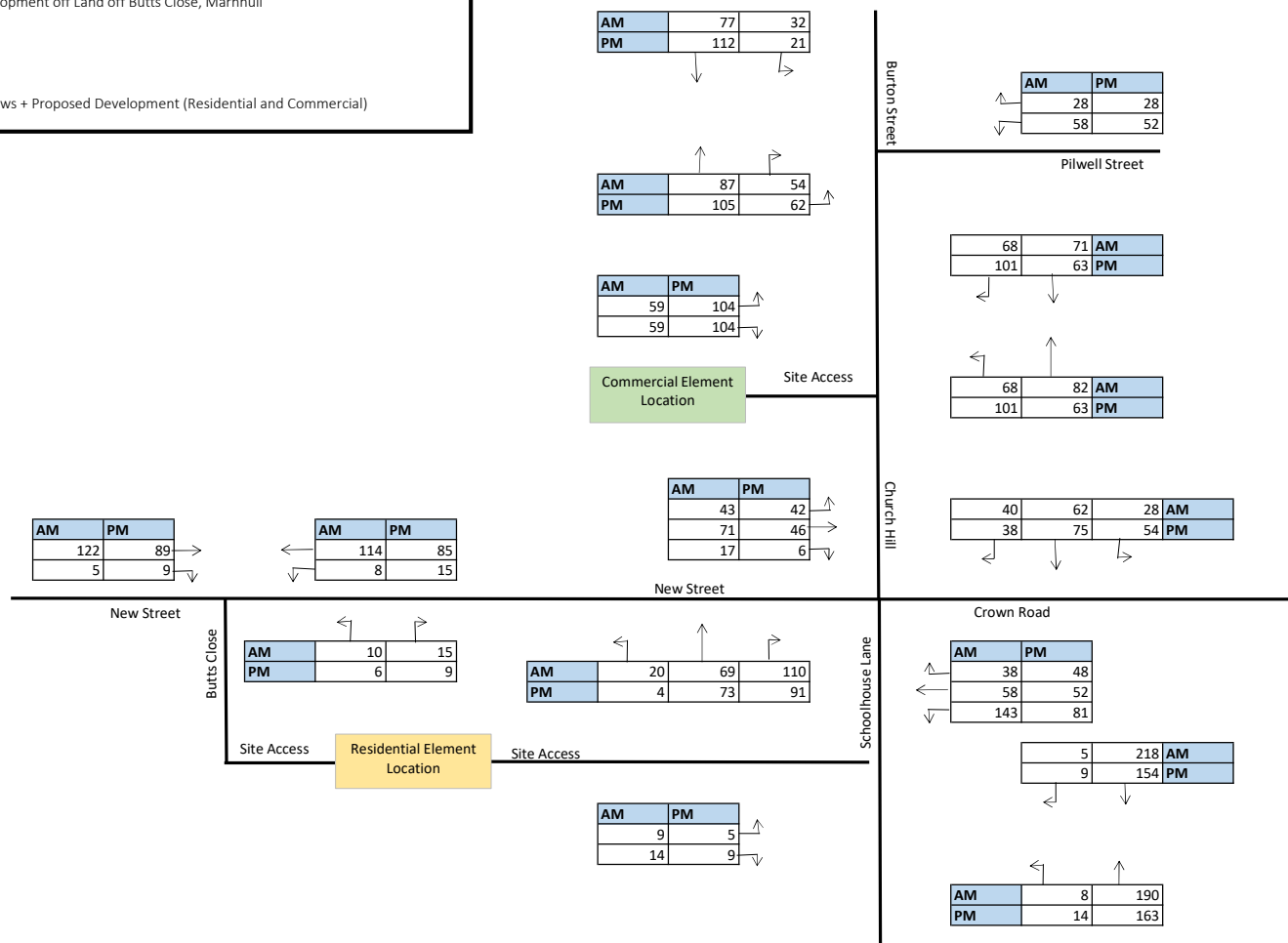
Project Name: Mixed Development off Land off Butts Close, Marnhull

Project Number: 106.0026

Drawn By: LJ

Approved By: HC

Scenario: 2030 Network Flows + Proposed Development (Residential and Commercial)





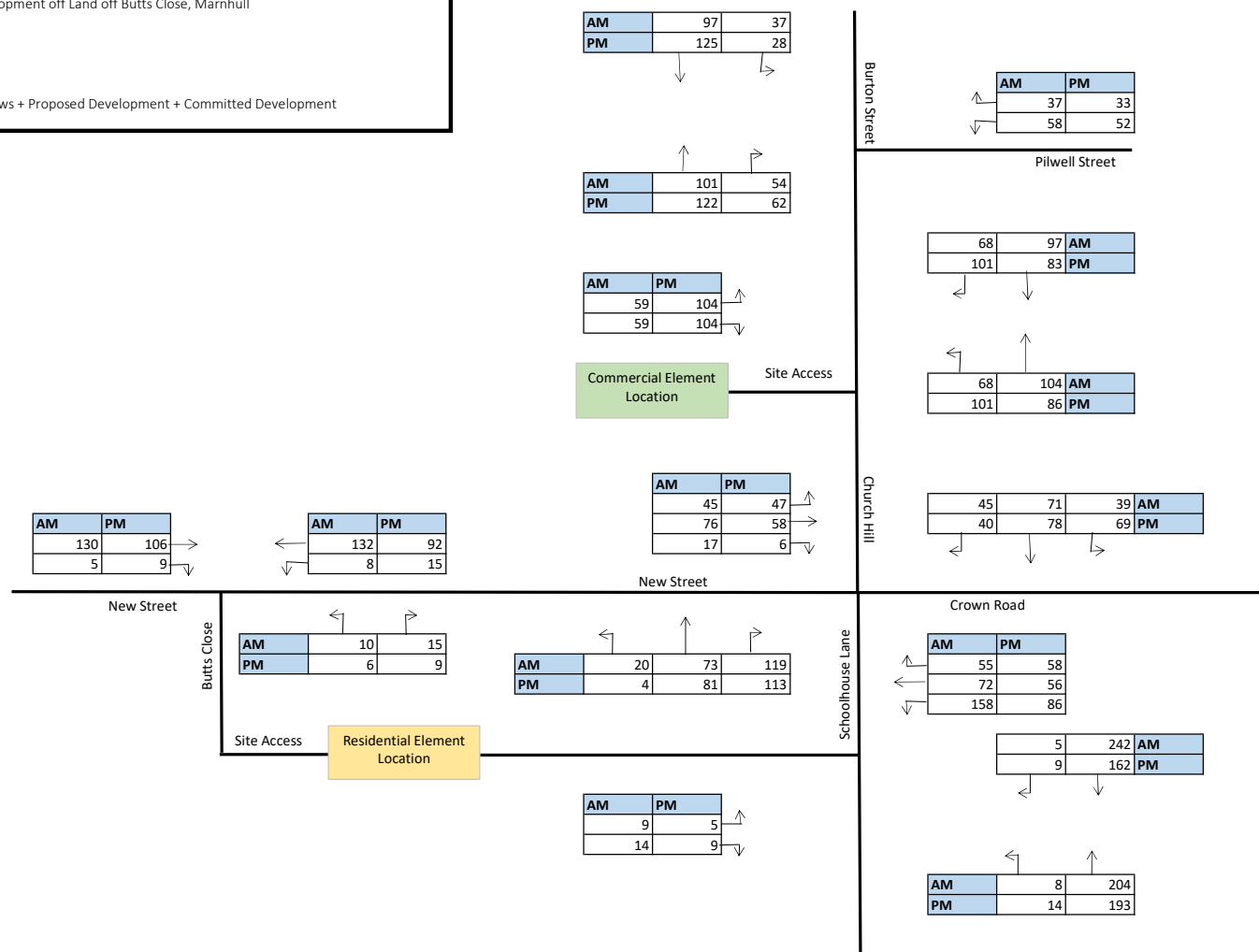
Project Name: Mixed Development off Land off Butts Close, Marnhull

Project Number: 106.0026

Drawn By: LJ

Approved By: HC

Scenario: 2030 Network Flows + Proposed Development + Committed Development



Appendix D

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
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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: 106.0026 Pilwell Junction (2025-2030).j9

Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling

Report generation date: 2/27/2025 1:03:42 PM

- »Pilwell/Church Street junction - Baseline 2025, AM
- »Pilwell/Church Street junction - Baseline 2025, PM
- »Pilwell/Church Street junction - Baseline 2025 + PD , AM
- »Pilwell/Church Street junction - Baseline 2025 + PD , PM
- »Pilwell/Church Street junction - Baseline 2030, AM
- »Pilwell/Church Street junction - Baseline 2030, PM
- »Pilwell/Church Street junction - Baseline 2030 + PD , AM
- »Pilwell/Church Street junction - Baseline 2030 + PD , PM
- »Pilwell/Church Street junction - Baseline 2030 + PD + ST, AM
- »Pilwell/Church Street junction - Baseline 2030 + PD + ST, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Pilwell/Church Street junction - Baseline 2025								
Stream B-AC	0.1	7.66	0.10	A	0.1	7.86	0.08	A
Stream C-AB	0.1	6.63	0.05	A	0.0	6.56	0.04	A
Pilwell/Church Street junction - Baseline 2025 + PD								
Stream B-AC	0.2	8.00	0.16	A	0.2	8.18	0.15	A
Stream C-AB	0.2	6.79	0.10	A	0.2	6.87	0.13	A
Pilwell/Church Street junction - Baseline 2030								
Stream B-AC	0.1	7.70	0.11	A	0.1	7.90	0.08	A
Stream C-AB	0.1	6.62	0.05	A	0.0	6.56	0.04	A
Pilwell/Church Street junction - Baseline 2030 + PD								
Stream B-AC	0.2	8.06	0.16	A	0.2	8.24	0.15	A
Stream C-AB	0.2	6.80	0.11	A	0.2	6.87	0.13	A
Pilwell/Church Street junction - Baseline 2030 + PD + ST								
Stream B-AC	0.2	8.60	0.19	A	0.2	8.59	0.17	A
Stream C-AB	0.2	6.77	0.11	A	0.2	6.81	0.13	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	Crown Road/Schoolhouse Lane/New Street junction
Location	Marnhull
Site number	Tess Square, Butts Close, Marnhull
Date	2/27/2025
Version	
Status	(new file)
Identifier	
Client	CL Planning
Jobnumber	106.0026
Enumerator	LEJ
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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	Baseline 2025	AM	ONE HOUR	07:45	09:15	15
D2	Baseline 2025	PM	ONE HOUR	16:45	18:15	15
D3	Baseline 2025 + PD	AM	ONE HOUR	07:45	09:15	15
D4	Baseline 2025 + PD	PM	ONE HOUR	16:45	18:15	15
D5	Baseline 2030	AM	ONE HOUR	07:45	09:15	15
D6	Baseline 2030	PM	ONE HOUR	16:45	18:15	15
D7	Baseline 2030 + PD	AM	ONE HOUR	07:45	09:15	15
D8	Baseline 2030 + PD	PM	ONE HOUR	16:45	18:15	15
D9	Baseline 2030 + PD + ST	AM	ONE HOUR	07:45	09:15	15
D10	Baseline 2030 + PD + ST	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Pilwell/Church Street junction	100.000

Pilwell/Church Street junction - Baseline 2025, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Burton Street		Major
B	Pilwell		Minor
C	Church Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			74.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.10	24	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	535	0.098	0.248	0.156	0.355
1	B-C	687	0.106	0.269	-	-
1	C-B	617	0.241	0.241	-	-

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	Baseline 2025	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	67	100.000
B		✓	55	100.000
C		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	31	36
	B	27	0	28
	C	43	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	7.66	0.1	A
C-AB	0.05	6.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	586	0.071	41	0.1	7.267	A
C-AB	22	626	0.036	22	0.0	6.553	A
C-A	31			31			
A-B	23			23			
A-C	27			27			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	49	582	0.085	49	0.1	7.433	A
C-AB	27	628	0.043	27	0.1	6.586	A
C-A	37			37			
A-B	28			28			
A-C	32			32			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	61	577	0.105	60	0.1	7.657	A
C-AB	33	631	0.053	33	0.1	6.629	A
C-A	45			45			
A-B	34			34			
A-C	40			40			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	61	577	0.105	61	0.1	7.661	A
C-AB	33	631	0.053	33	0.1	6.632	A
C-A	45			45			
A-B	34			34			
A-C	40			40			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	49	582	0.085	50	0.1	7.436	A
C-AB	27	628	0.043	27	0.1	6.587	A
C-A	37			37			
A-B	28			28			
A-C	32			32			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	586	0.071	41	0.1	7.281	A
C-AB	22	626	0.036	22	0.0	6.557	A
C-A	31			31			
A-B	23			23			
A-C	27			27			

Pilwell/Church Street junction - Baseline 2025, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	2.77	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	Baseline 2025	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	63	100.000
B		✓	38	100.000
C		✓	57	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	20	43
	B	27	0	11
	C	37	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.86	0.1	A
C-AB	0.04	6.56	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	554	0.052	28	0.1	7.532	A
C-AB	16	624	0.025	16	0.0	6.511	A
C-A	27			27			
A-B	15			15			
A-C	32			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	34	550	0.062	34	0.1	7.670	A
C-AB	19	625	0.030	19	0.0	6.530	A
C-A	32			32			
A-B	18			18			
A-C	39			39			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	42	546	0.077	42	0.1	7.859	A
C-AB	24	627	0.038	24	0.0	6.558	A
C-A	39			39			
A-B	22			22			
A-C	47			47			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	42	546	0.077	42	0.1	7.861	A
C-AB	24	627	0.038	24	0.0	6.561	A
C-A	39			39			
A-B	22			22			
A-C	47			47			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	34	550	0.062	34	0.1	7.676	A
C-AB	19	625	0.030	19	0.0	6.534	A
C-A	32			32			
A-B	18			18			
A-C	39			39			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	554	0.052	29	0.1	7.540	A
C-AB	16	624	0.025	16	0.0	6.512	A
C-A	27			27			
A-B	15			15			
A-C	32			32			

Pilwell/Church Street junction - Baseline 2025 + PD , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.29	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	Baseline 2025 + PD	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	107	100.000
B		✓	84	100.000
C		✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	31	76
	B	27	0	57
	C	85	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.00	0.2	A
C-AB	0.10	6.79	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	601	0.105	63	0.1	7.351	A
C-AB	44	640	0.069	44	0.1	6.640	A
C-A	60			60			
A-B	23			23			
A-C	57			57			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	76	595	0.127	75	0.2	7.615	A
C-AB	54	645	0.084	54	0.1	6.702	A
C-A	70			70			
A-B	28			28			
A-C	68			68			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	92	587	0.157	92	0.2	7.997	A
C-AB	68	651	0.105	68	0.2	6.788	A
C-A	84			84			
A-B	34			34			
A-C	84			84			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	92	587	0.157	92	0.2	8.002	A
C-AB	68	651	0.105	68	0.2	6.793	A
C-A	84			84			
A-B	34			34			
A-C	84			84			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	76	595	0.127	76	0.2	7.626	A
C-AB	54	645	0.084	54	0.1	6.709	A
C-A	70			70			
A-B	28			28			
A-C	68			68			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	601	0.105	63	0.1	7.367	A
C-AB	44	640	0.069	44	0.1	6.648	A
C-A	60			60			
A-B	23			23			
A-C	57			57			

Pilwell/Church Street junction - Baseline 2025 + PD , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.04	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	Baseline 2025 + PD	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	131	100.000
B		✓	78	100.000
C		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	20	111
	B	27	0	51
	C	104	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.18	0.2	A
C-AB	0.13	6.87	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	588	0.100	58	0.1	7.471	A
C-AB	53	646	0.082	53	0.1	6.675	A
C-A	72			72			
A-B	15			15			
A-C	84			84			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	580	0.121	70	0.1	7.759	A
C-AB	65	651	0.100	65	0.1	6.753	A
C-A	84			84			
A-B	18			18			
A-C	100			100			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	570	0.151	86	0.2	8.178	A
C-AB	83	660	0.125	83	0.2	6.863	A
C-A	100			100			
A-B	22			22			
A-C	122			122			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	570	0.151	86	0.2	8.183	A
C-AB	83	660	0.125	83	0.2	6.866	A
C-A	100			100			
A-B	22			22			
A-C	122			122			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	580	0.121	70	0.2	7.769	A
C-AB	65	651	0.100	65	0.1	6.760	A
C-A	84			84			
A-B	18			18			
A-C	100			100			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	588	0.100	59	0.1	7.491	A
C-AB	53	646	0.082	53	0.1	6.688	A
C-A	72			72			
A-B	15			15			
A-C	84			84			

Pilwell/Church Street junction - Baseline 2030, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2030	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	69	100.000
B		✓	57	100.000
C		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	32	37
	B	28	0	29
	C	45	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	7.70	0.1	A
C-AB	0.05	6.62	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	585	0.073	43	0.1	7.294	A
C-AB	22	627	0.036	22	0.0	6.547	A
C-A	33			33			
A-B	24			24			
A-C	28			28			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	582	0.088	51	0.1	7.466	A
C-AB	27	629	0.043	27	0.1	6.578	A
C-A	39			39			
A-B	29			29			
A-C	33			33			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	577	0.109	63	0.1	7.701	A
C-AB	33	632	0.053	33	0.1	6.620	A
C-A	47			47			
A-B	35			35			
A-C	41			41			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	577	0.109	63	0.1	7.704	A
C-AB	33	632	0.053	33	0.1	6.620	A
C-A	47			47			
A-B	35			35			
A-C	41			41			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	582	0.088	51	0.1	7.469	A
C-AB	27	629	0.043	27	0.1	6.580	A
C-A	39			39			
A-B	29			29			
A-C	33			33			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	585	0.073	43	0.1	7.308	A
C-AB	22	627	0.036	22	0.0	6.551	A
C-A	33			33			
A-B	24			24			
A-C	28			28			

Pilwell/Church Street junction - Baseline 2030, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2030	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	65	100.000
B		✓	39	100.000
C		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	21	44
	B	28	0	11
	C	38	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.90	0.1	A
C-AB	0.04	6.56	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	552	0.053	29	0.1	7.564	A
C-AB	16	624	0.025	16	0.0	6.509	A
C-A	28			28			
A-B	16			16			
A-C	33			33			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	549	0.064	35	0.1	7.705	A
C-AB	19	625	0.030	19	0.0	6.529	A
C-A	33			33			
A-B	19			19			
A-C	40			40			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	544	0.079	43	0.1	7.902	A
C-AB	24	627	0.038	24	0.0	6.556	A
C-A	40			40			
A-B	23			23			
A-C	48			48			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	544	0.079	43	0.1	7.903	A
C-AB	24	627	0.038	24	0.0	6.557	A
C-A	40			40			
A-B	23			23			
A-C	48			48			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	549	0.064	35	0.1	7.711	A
C-AB	19	625	0.030	19	0.0	6.532	A
C-A	33			33			
A-B	19			19			
A-C	40			40			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	552	0.053	29	0.1	7.575	A
C-AB	16	624	0.025	16	0.0	6.510	A
C-A	28			28			
A-B	16			16			
A-C	33			33			

Pilwell/Church Street junction - Baseline 2030 + PD , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Baseline 2030 + PD	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	109	100.000
B		✓	86	100.000
C		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	32	77
	B	28	0	58
	C	87	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.06	0.2	A
C-AB	0.11	6.80	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	600	0.108	64	0.1	7.390	A
C-AB	45	641	0.071	45	0.1	6.643	A
C-A	61			61			
A-B	24			24			
A-C	58			58			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	594	0.130	77	0.2	7.662	A
C-AB	55	646	0.086	55	0.1	6.706	A
C-A	71			71			
A-B	29			29			
A-C	69			69			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	95	586	0.162	95	0.2	8.055	A
C-AB	70	652	0.107	70	0.2	6.795	A
C-A	85			85			
A-B	35			35			
A-C	85			85			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	95	586	0.162	95	0.2	8.064	A
C-AB	70	652	0.107	70	0.2	6.800	A
C-A	85			85			
A-B	35			35			
A-C	85			85			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	594	0.130	77	0.2	7.671	A
C-AB	55	646	0.086	55	0.1	6.714	A
C-A	71			71			
A-B	29			29			
A-C	69			69			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	600	0.108	65	0.1	7.406	A
C-AB	45	641	0.071	45	0.1	6.652	A
C-A	61			61			
A-B	24			24			
A-C	58			58			

Pilwell/Church Street junction - Baseline 2030 + PD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.06	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)
D8	Baseline 2030 + PD	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	80	100.000
C		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	21	112
	B	28	0	52
	C	105	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.24	0.2	A
C-AB	0.13	6.87	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	60	587	0.103	60	0.1	7.508	A
C-AB	53	646	0.082	53	0.1	6.674	A
C-A	73			73			
A-B	16			16			
A-C	84			84			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	579	0.124	72	0.2	7.804	A
C-AB	65	652	0.100	65	0.1	6.752	A
C-A	85			85			
A-B	19			19			
A-C	101			101			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	88	568	0.155	88	0.2	8.240	A
C-AB	83	660	0.126	83	0.2	6.862	A
C-A	101			101			
A-B	23			23			
A-C	123			123			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	88	568	0.155	88	0.2	8.243	A
C-AB	83	660	0.126	83	0.2	6.868	A
C-A	101			101			
A-B	23			23			
A-C	123			123			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	579	0.124	72	0.2	7.815	A
C-AB	65	652	0.100	65	0.1	6.761	A
C-A	85			85			
A-B	19			19			
A-C	101			101			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	60	587	0.103	60	0.1	7.525	A
C-AB	53	646	0.082	53	0.1	6.689	A
C-A	72			72			
A-B	16			16			
A-C	84			84			

Pilwell/Church Street junction - Baseline 2030 + PD + ST, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	3.24	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)
D9	Baseline 2030 + PD + ST	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	134	100.000
B		✓	95	100.000
C		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	37	97
	B	37	0	58
	C	101	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	8.60	0.2	A
C-AB	0.11	6.77	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	582	0.123	71	0.2	7.730	A
C-AB	46	644	0.072	46	0.1	6.622	A
C-A	71			71			
A-B	28			28			
A-C	73			73			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	575	0.148	85	0.2	8.080	A
C-AB	56	649	0.087	56	0.1	6.683	A
C-A	83			83			
A-B	33			33			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	565	0.185	104	0.2	8.589	A
C-AB	72	657	0.109	72	0.2	6.769	A
C-A	99			99			
A-B	41			41			
A-C	107			107			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	565	0.185	105	0.2	8.598	A
C-AB	72	657	0.109	72	0.2	6.771	A
C-A	99			99			
A-B	41			41			
A-C	107			107			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	575	0.149	86	0.2	8.093	A
C-AB	57	649	0.087	57	0.1	6.688	A
C-A	83			83			
A-B	33			33			
A-C	87			87			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	582	0.123	72	0.2	7.757	A
C-AB	46	644	0.072	46	0.1	6.634	A
C-A	71			71			
A-B	28			28			
A-C	73			73			

Pilwell/Church Street junction - Baseline 2030 + PD + ST, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pilwell/Church Street	T-Junction	Two-way	2.94	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)
D10	Baseline 2030 + PD + ST	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	85	100.000
C		✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	28	125
	B	33	0	52
	C	122	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.59	0.2	A
C-AB	0.13	6.81	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	64	575	0.111	63	0.1	7.731	A
C-AB	54	651	0.084	54	0.1	6.630	A
C-A	84			84			
A-B	21			21			
A-C	94			94			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	76	566	0.135	76	0.2	8.077	A
C-AB	67	658	0.102	67	0.2	6.701	A
C-A	98			98			
A-B	25			25			
A-C	112			112			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	554	0.169	93	0.2	8.587	A
C-AB	86	668	0.128	85	0.2	6.803	A
C-A	117			117			
A-B	31			31			
A-C	138			138			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	554	0.169	94	0.2	8.594	A
C-AB	86	668	0.128	86	0.2	6.806	A
C-A	117			117			
A-B	31			31			
A-C	138			138			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	76	566	0.135	77	0.2	8.088	A
C-AB	67	658	0.102	67	0.2	6.708	A
C-A	98			98			
A-B	25			25			
A-C	112			112			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	64	575	0.111	64	0.1	7.752	A
C-AB	54	651	0.084	55	0.1	6.642	A
C-A	84			84			
A-B	21			21			
A-C	94			94			