



Lancashire Cricket, Lancashire County Council and Eric Wright Construction

FARINGTON CRICKET FACILITY

Transport Assessment



Appendix I

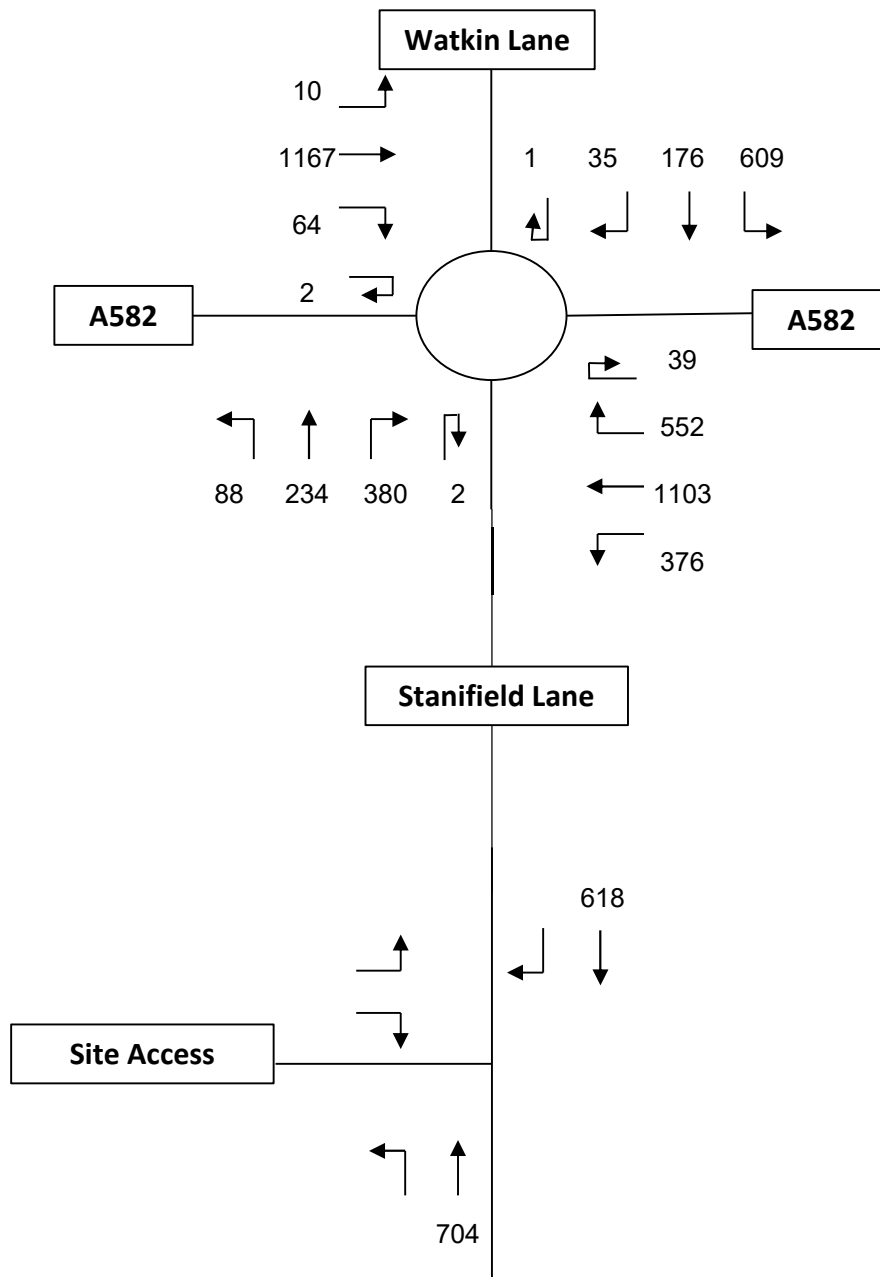
TRAFFIC FLOW DIAGRAMS



2016 AM Flows

Weekday AM Peak Hour: 07:30-08:30 (PCUs)

June 2016 Survey Flows

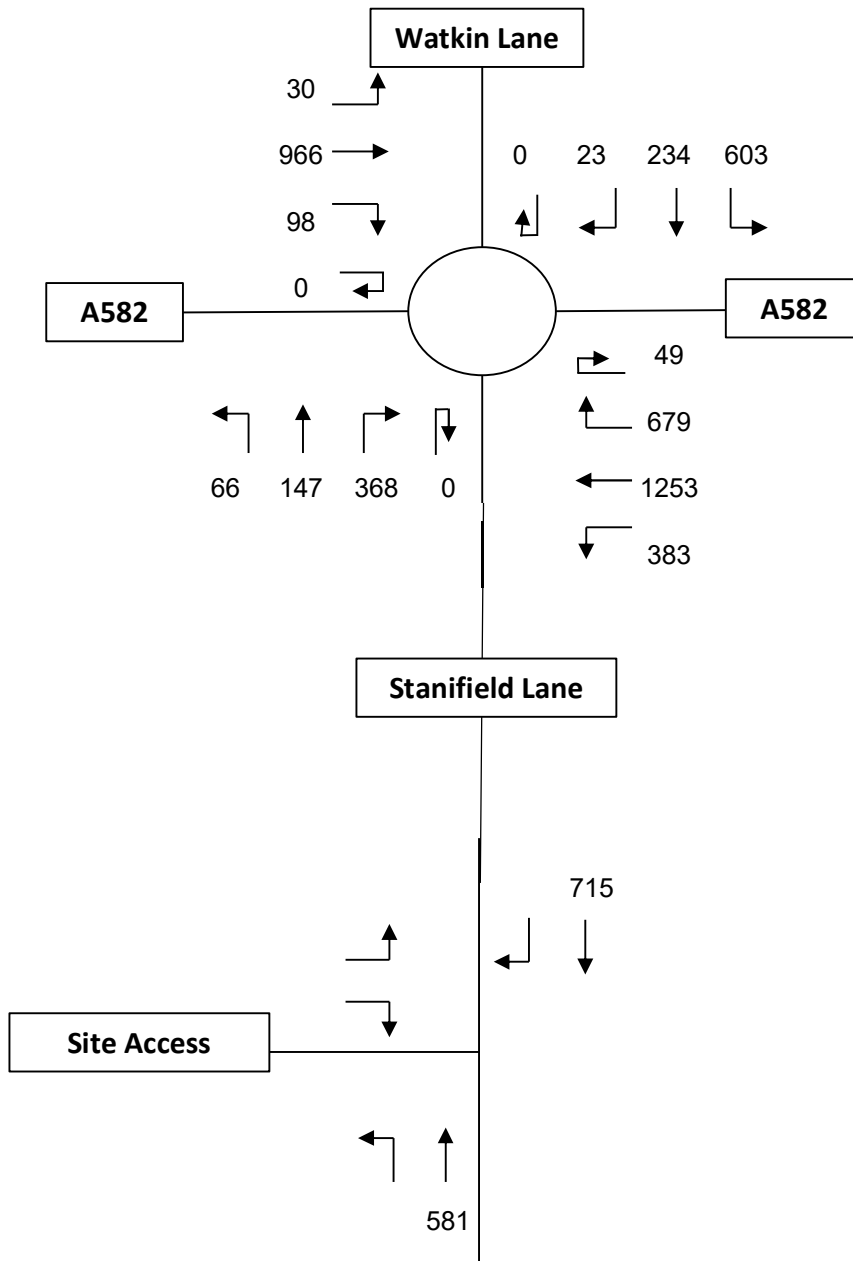


Traffic Flow Diagram

2016 PM Flows

Weekday PM Peak Hour: 16:30-17:30 (PCUs)

June 2016 Survey Flows

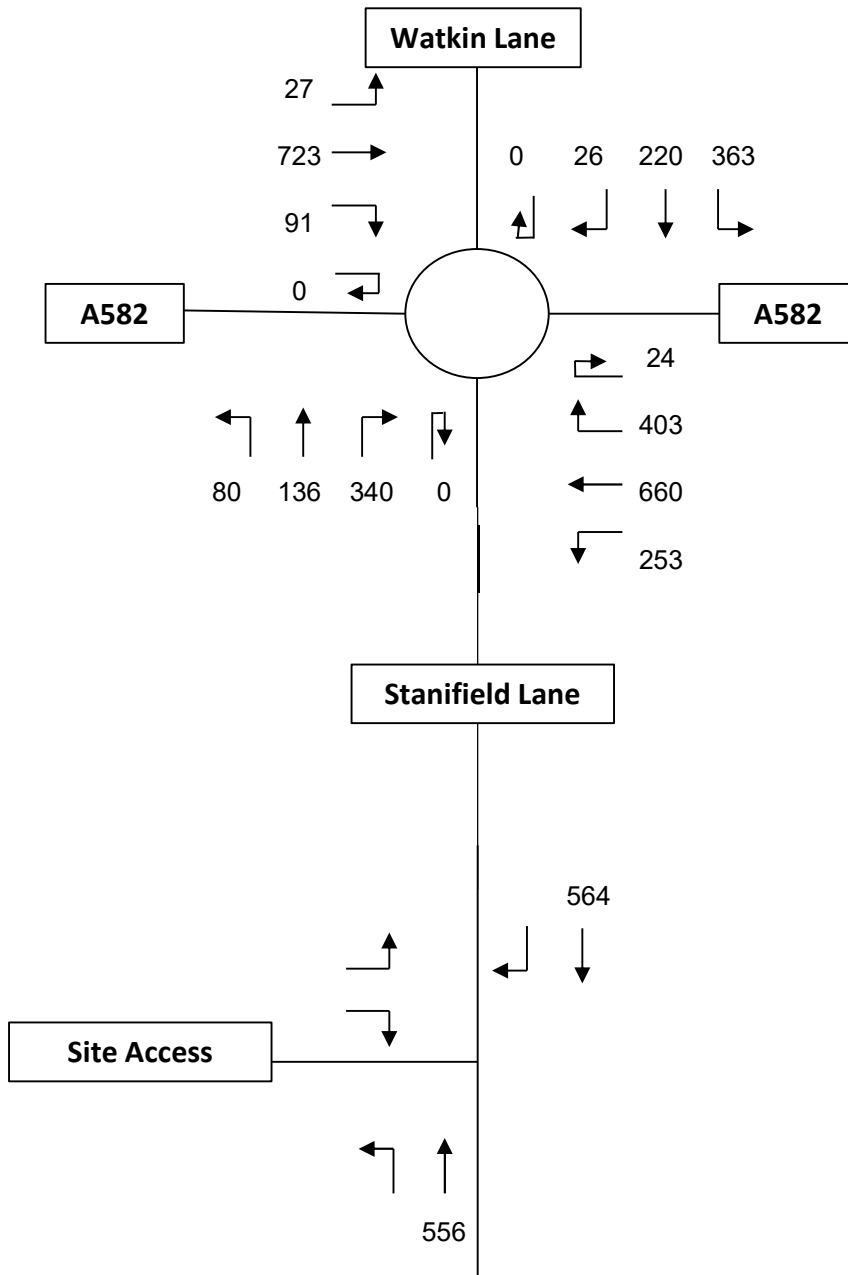


Traffic Flow Diagram

2016 SAT Flows

Saturday Peak Hour: 13:00-14:00 (PCUs)

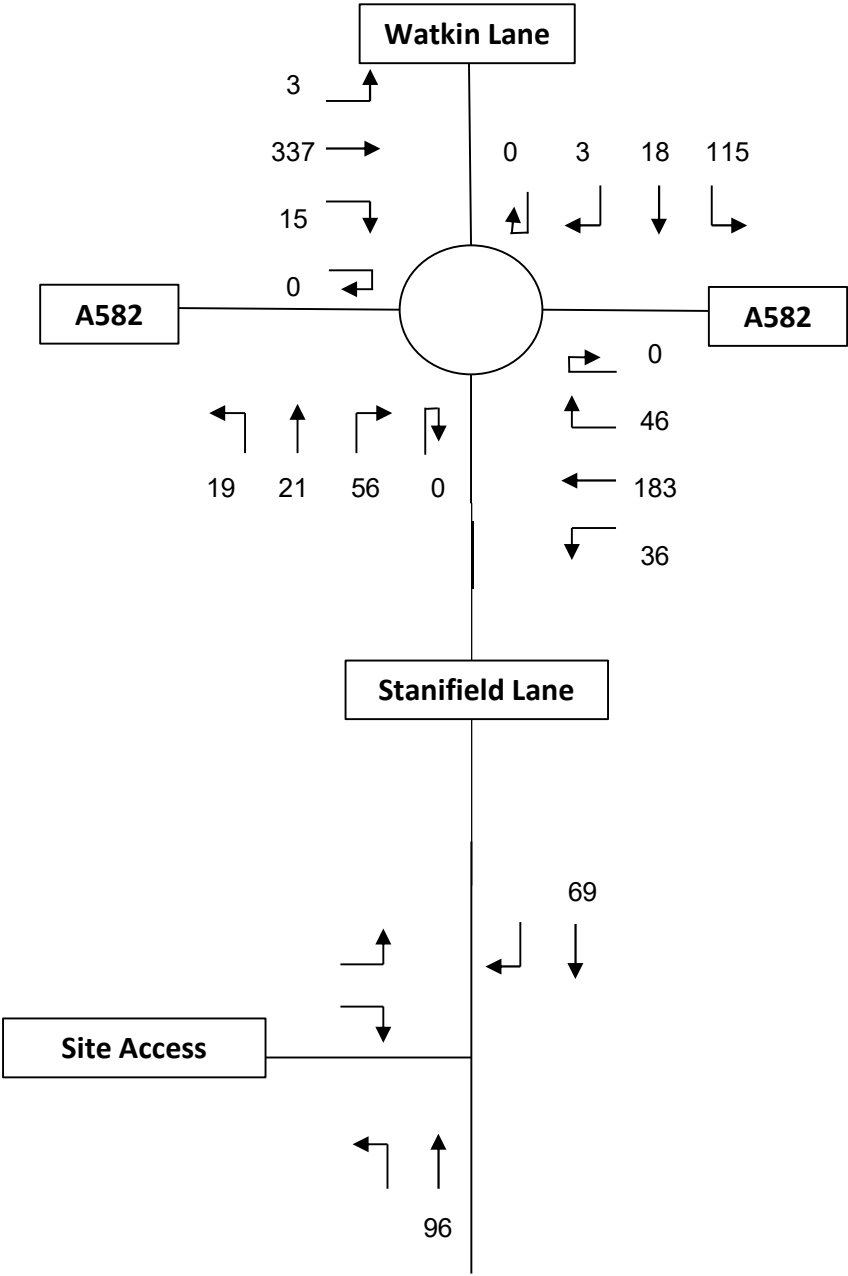
June 2016 Survey Flows



Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

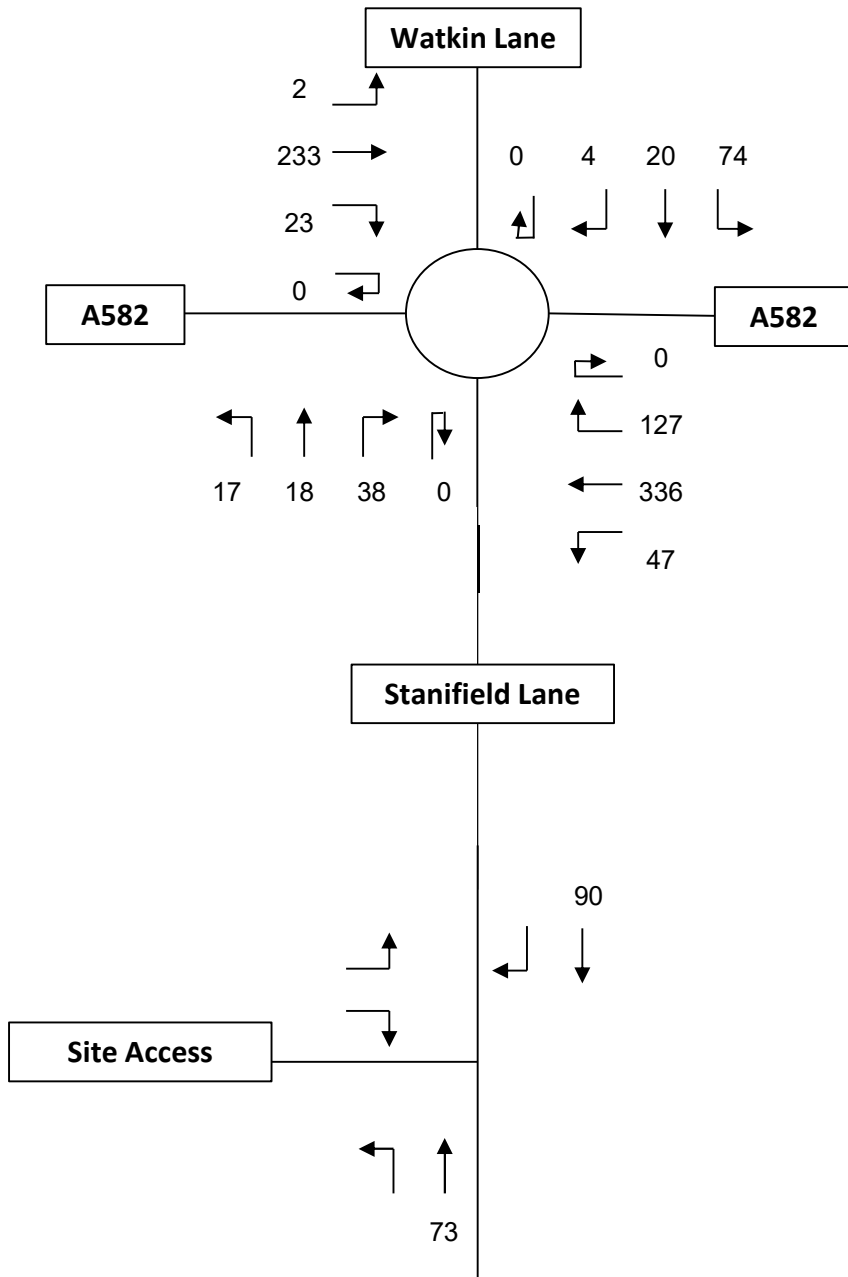
Total Committed Developments (2024)



Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

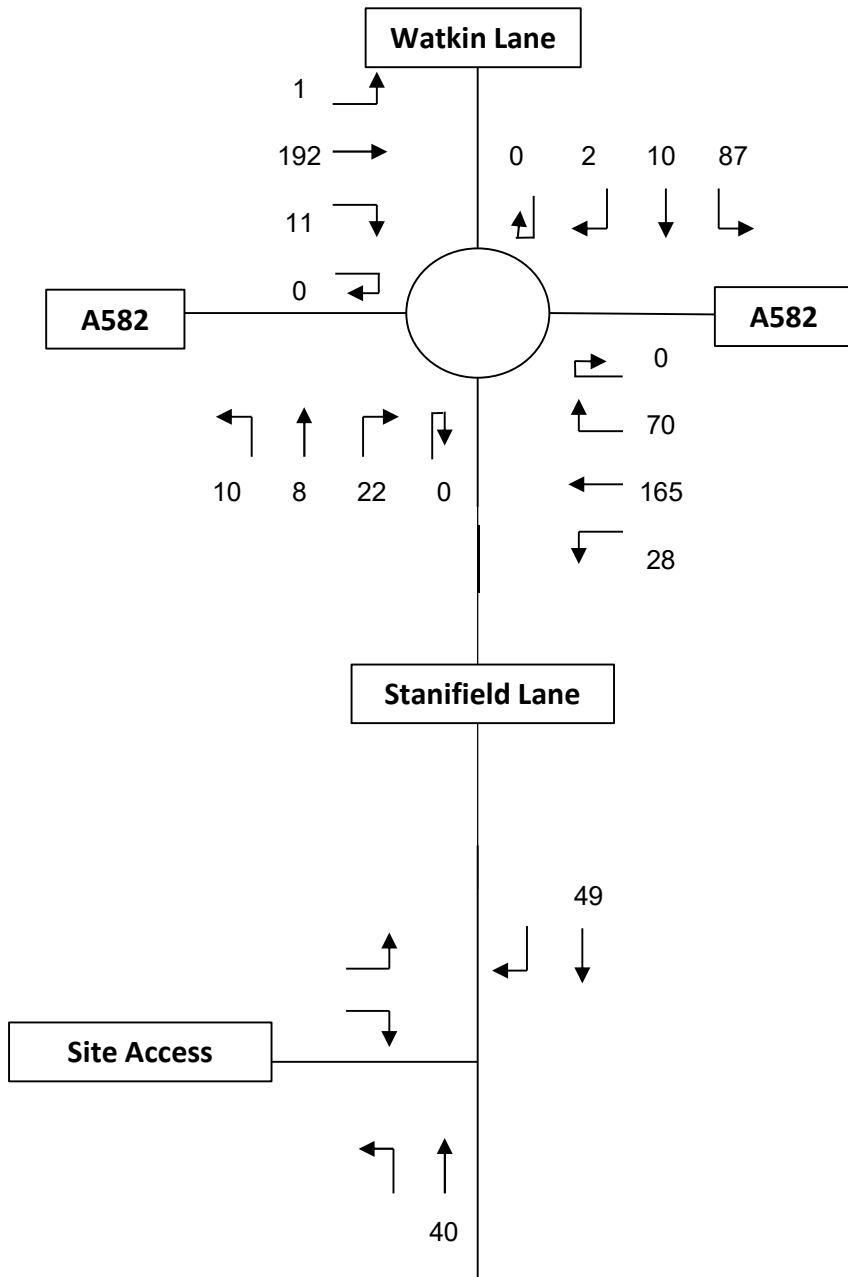
Total Committed Developments (2024)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

Total Committed Developments (2024)

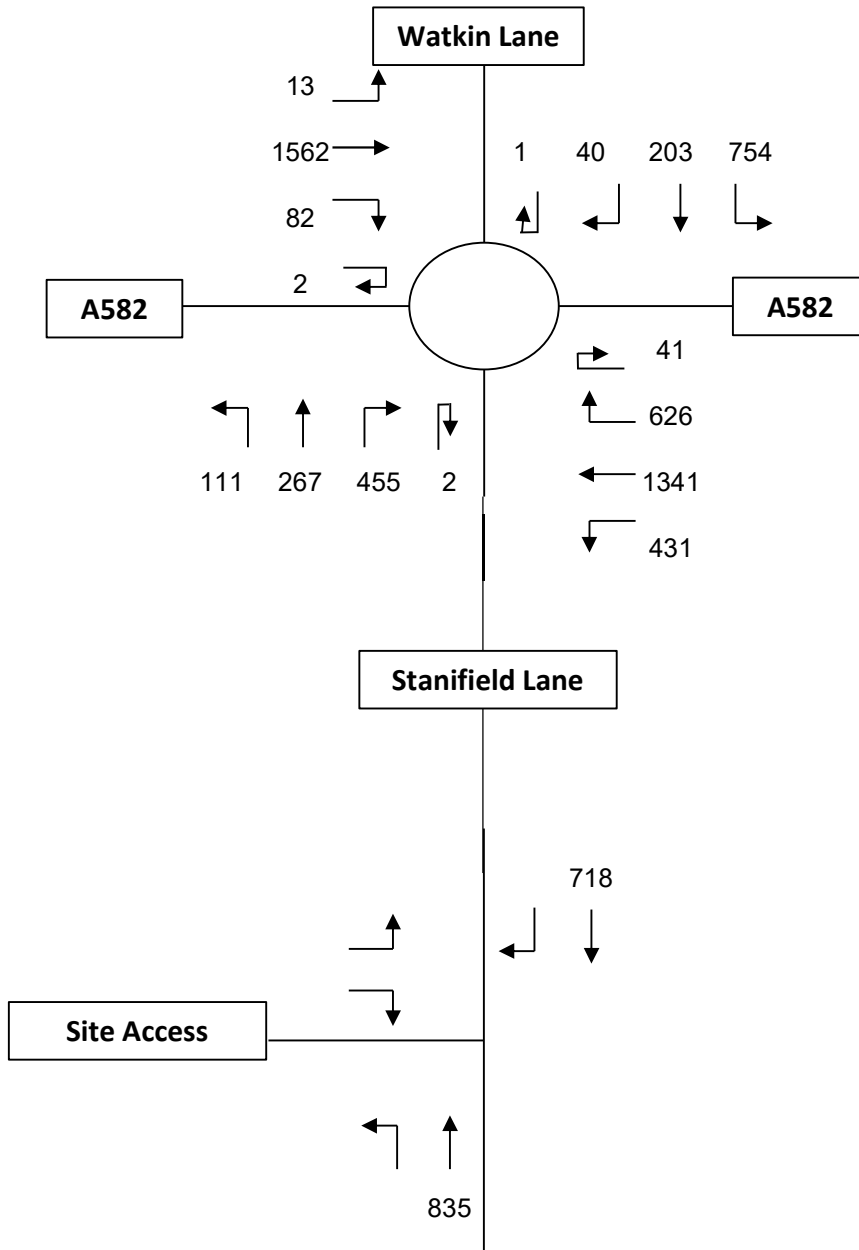


Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

AM 2016-2024 growth rate: 1.05

Do-Minimum 2024

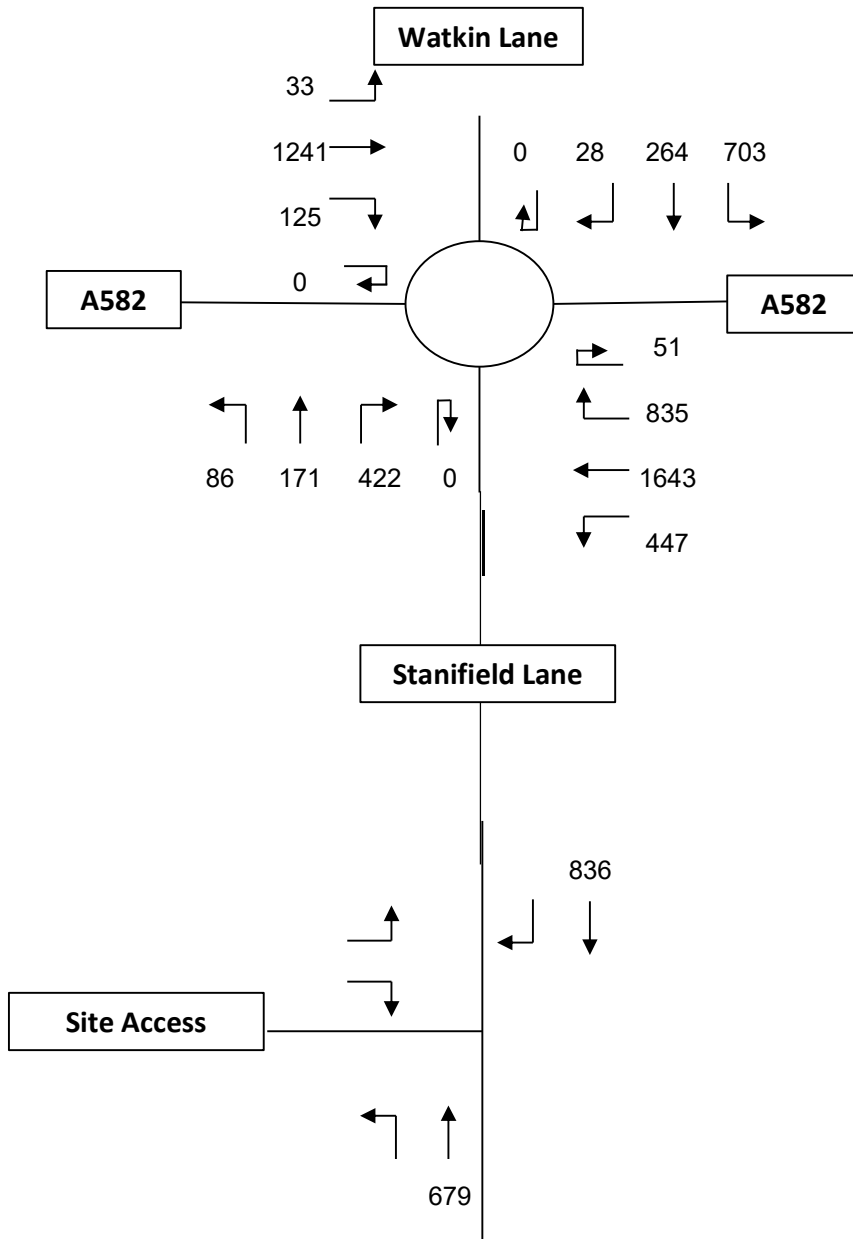


Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

PM 2016-2024 growth rate: 1.04

Do-Minimum 2024

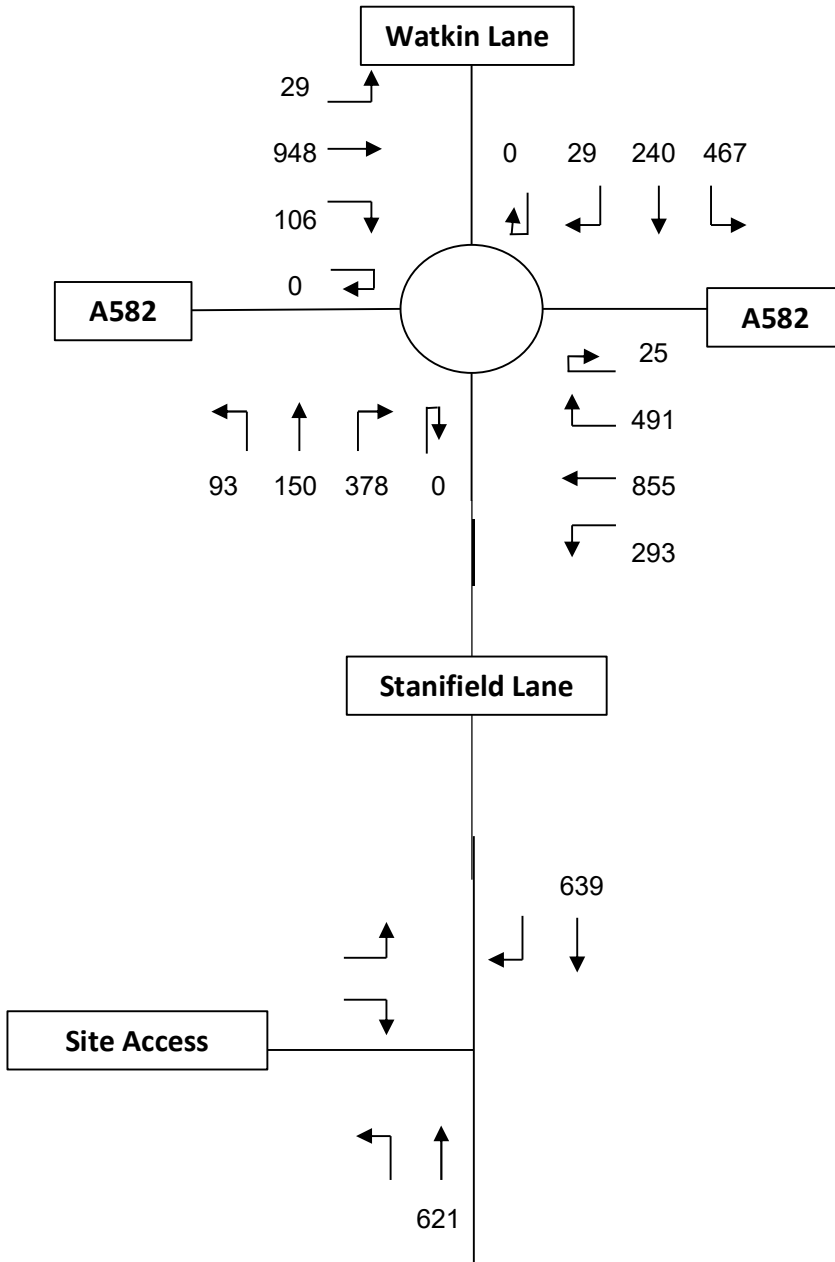


Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

Sat 2016-2024 growth rate: 1.05

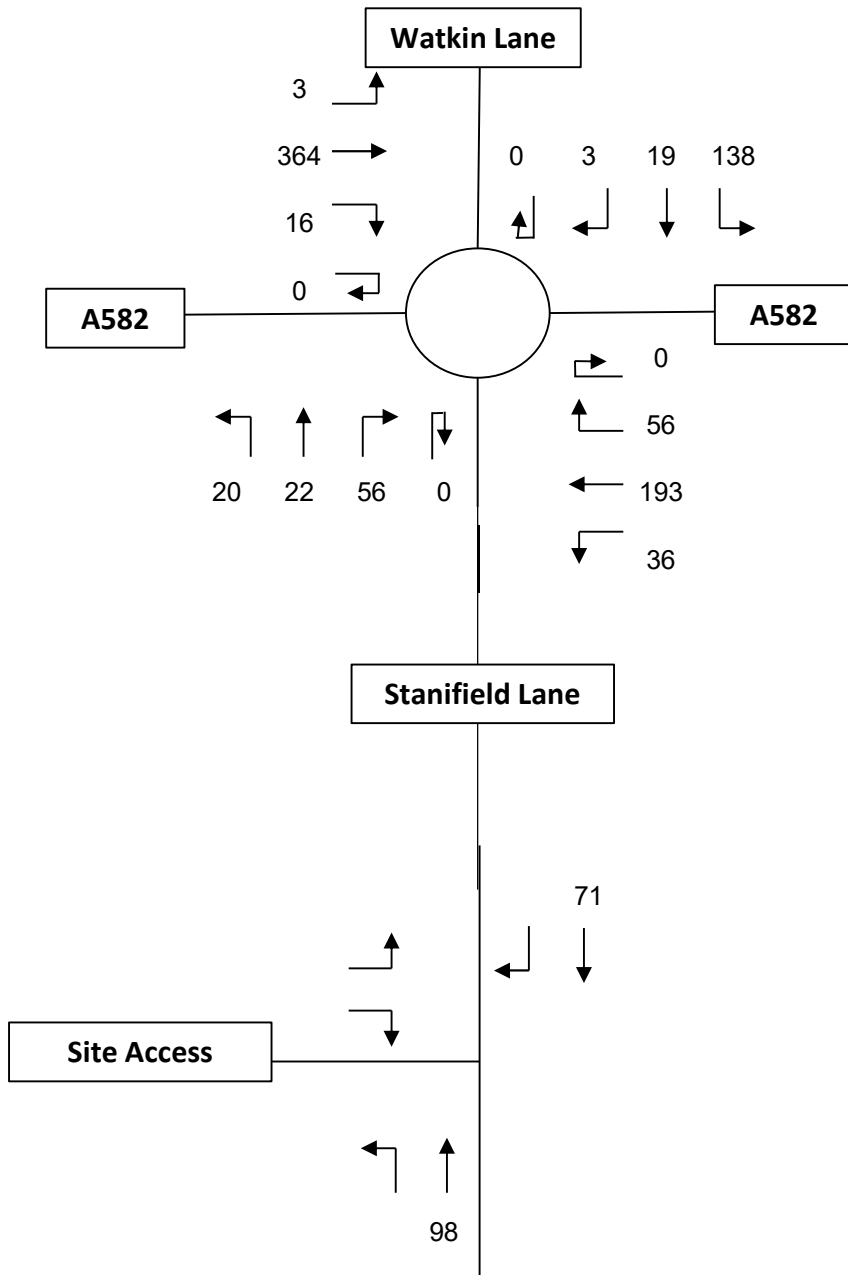
Do-Minimum 2024



Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

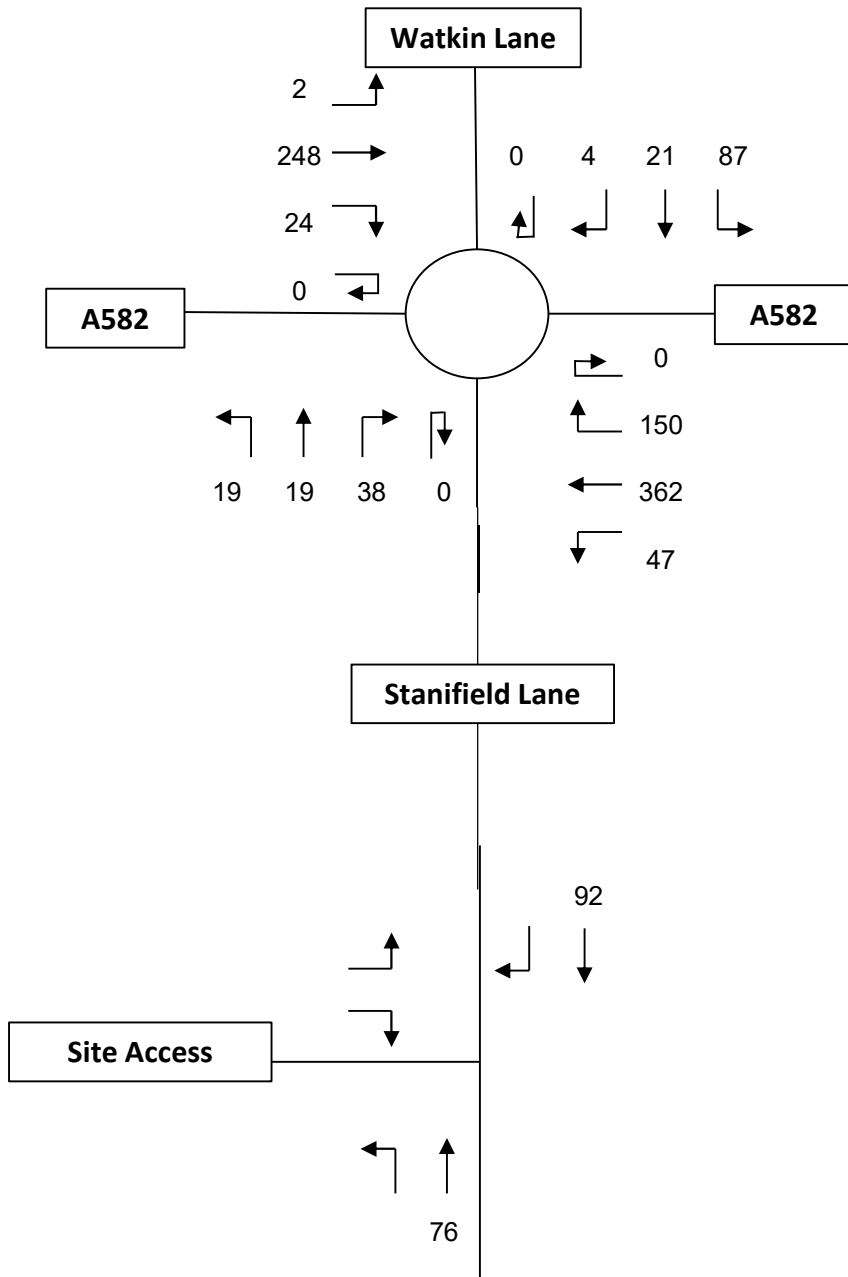
Total Committed Developments (2029)



Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

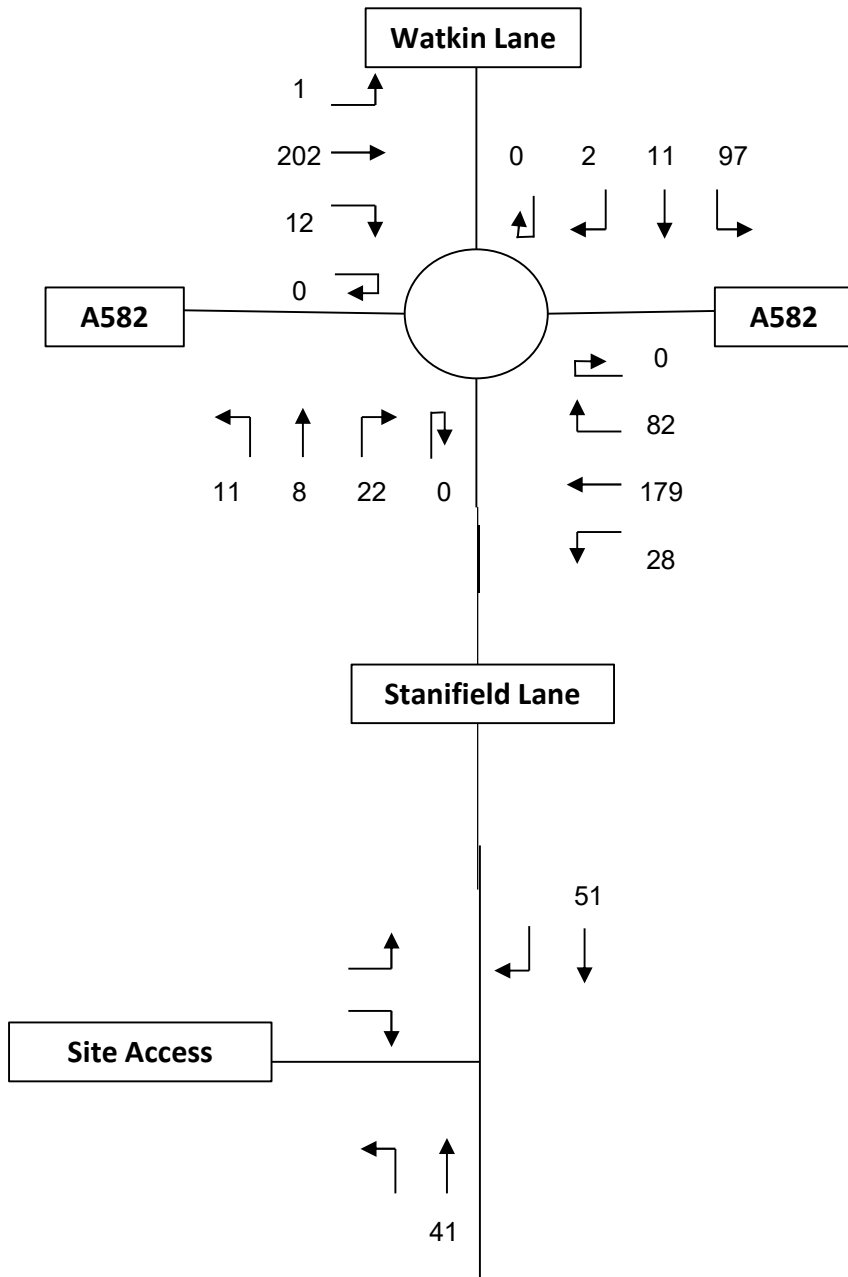
Total Committed Developments (2029)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

Total Committed Developments (2029)

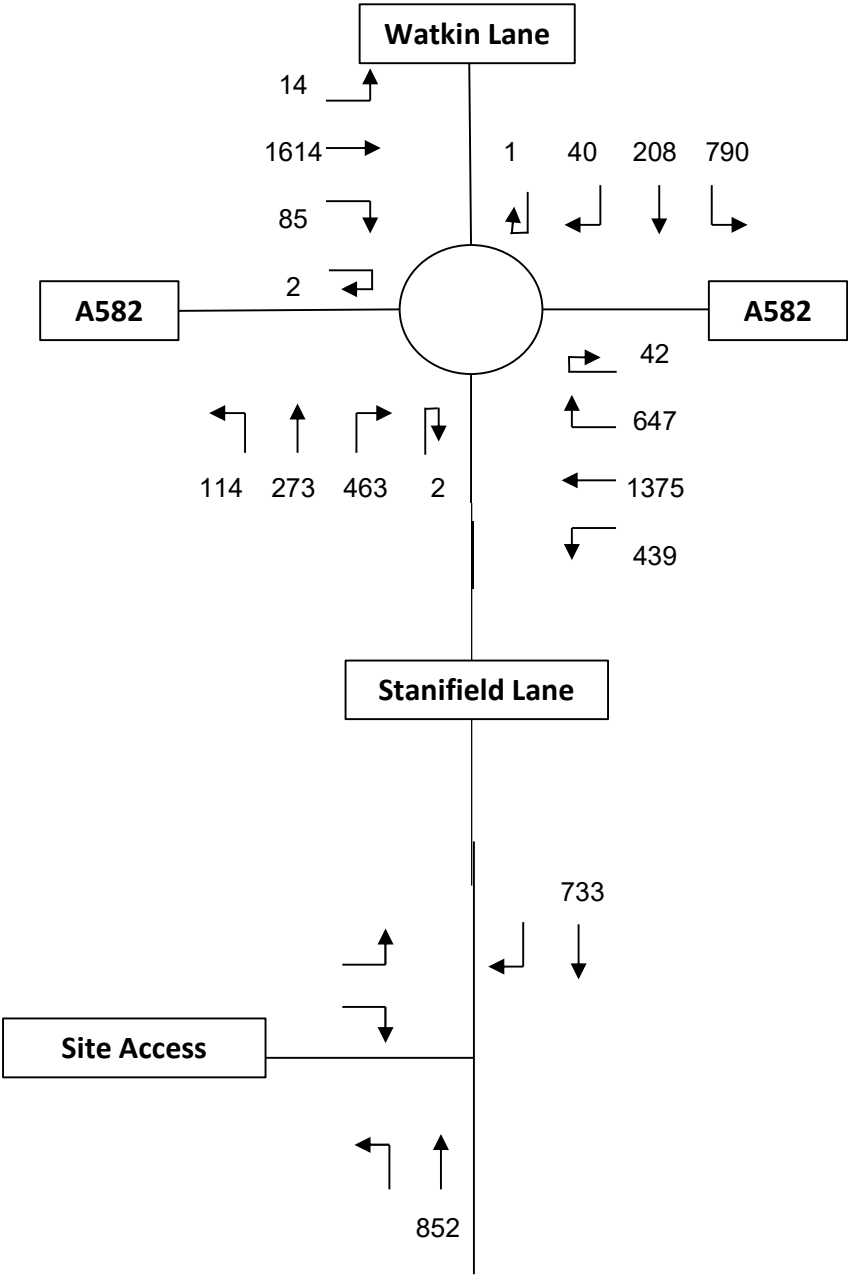


Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

AM 2016-2029 growth rate: 1.07

Do-Minimum 2029

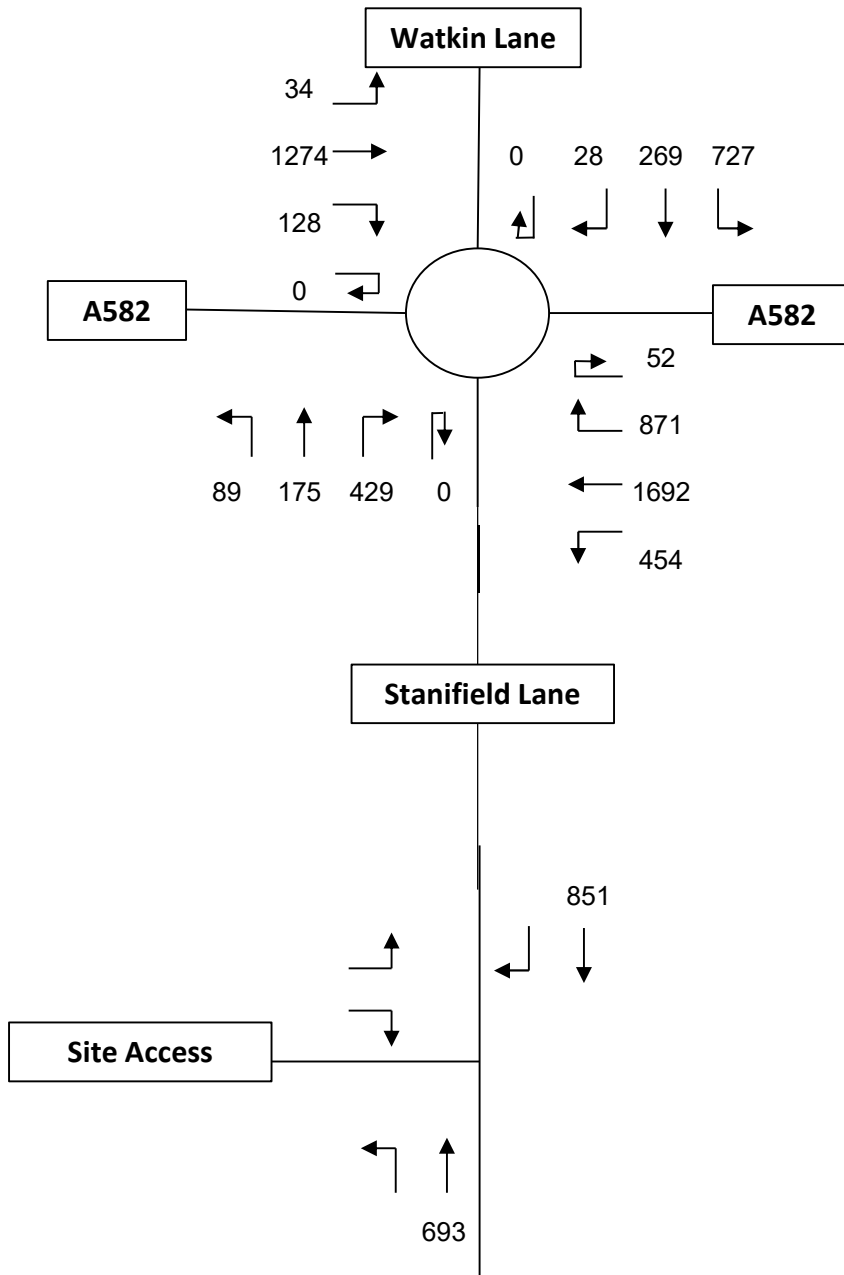


Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

PM 2016-2029 growth rate: **1.06**

Do-Minimum 2029

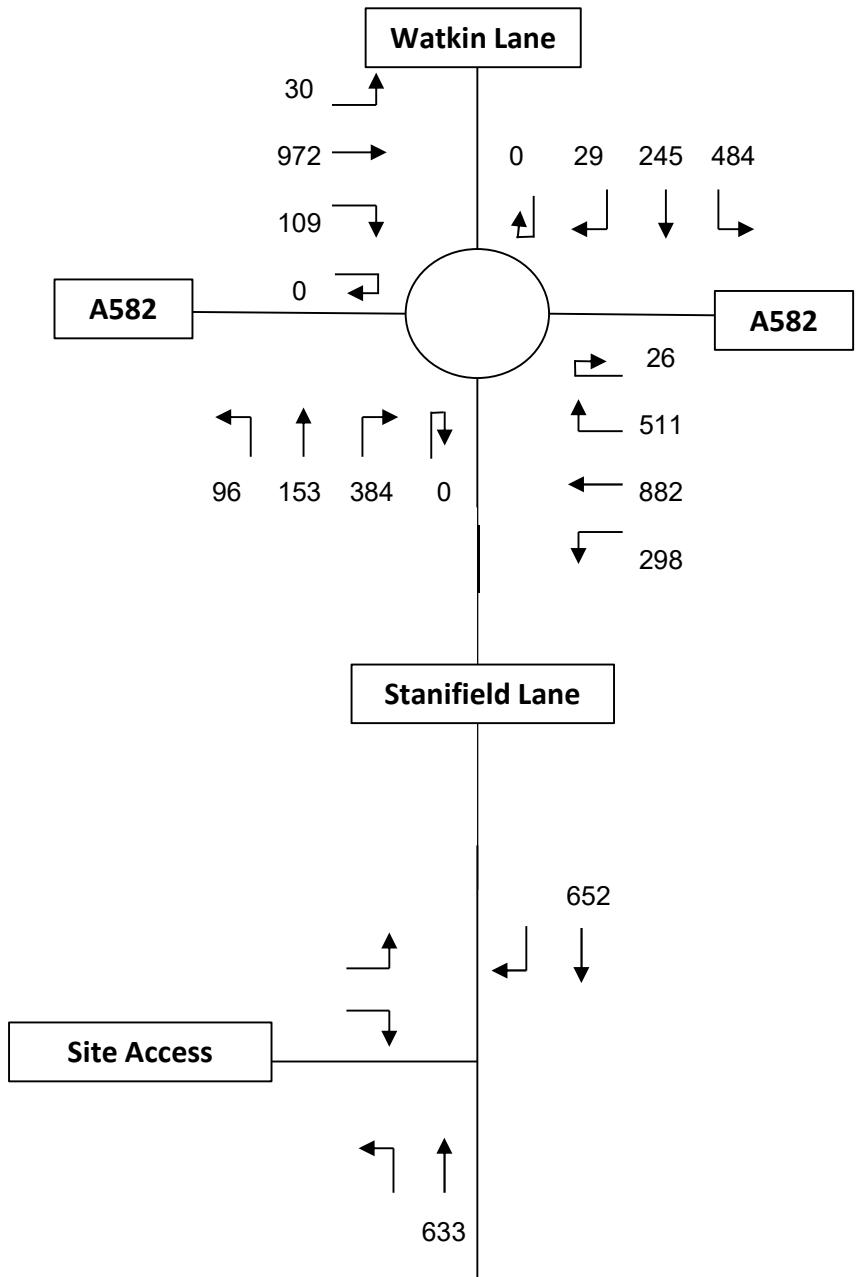


Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

Sat 2016-2029 growth rate: 1.07

Do-Minimum 2029

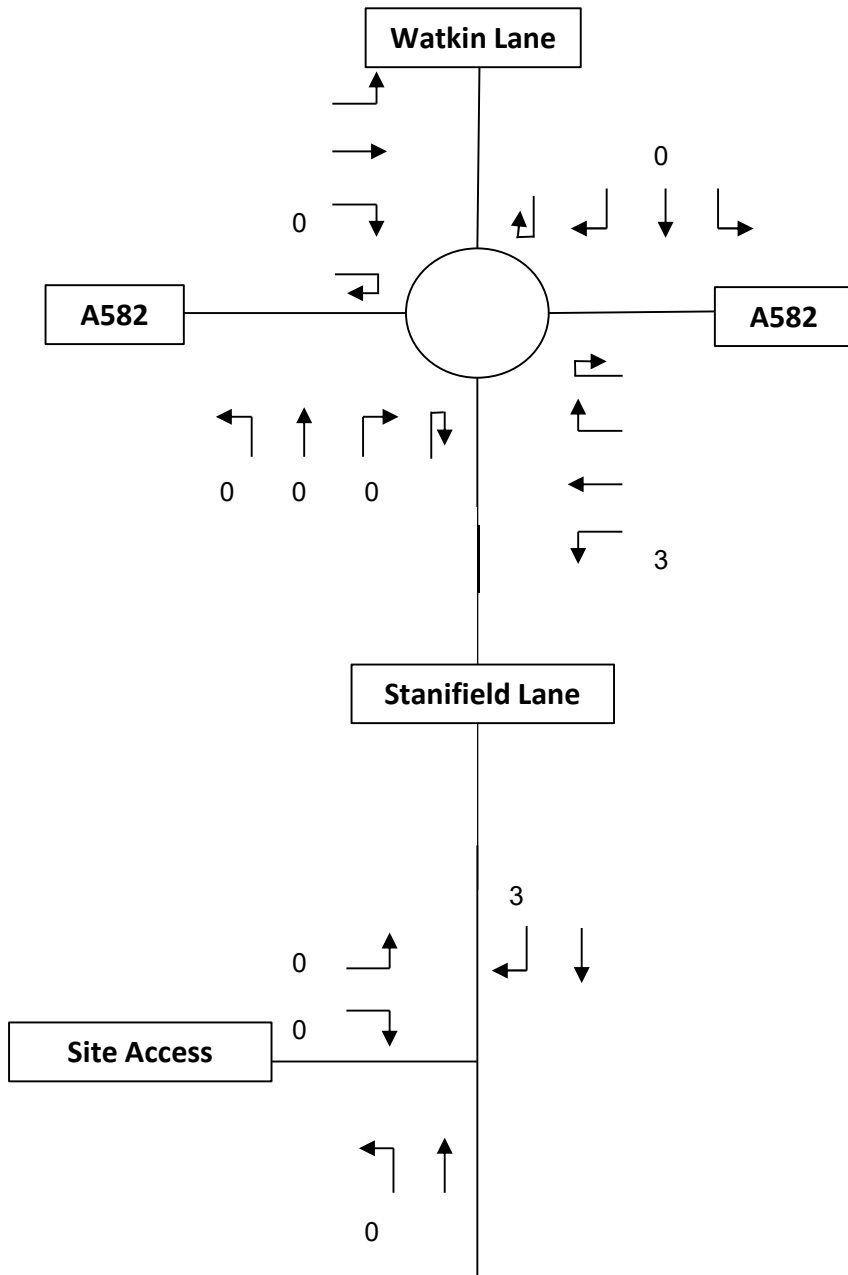


Traffic Flow Diagram

AM Dev (Nonevent)

Weekday AM Peak Hour: 07:30-08:30

Development Traffic - Typical Day-to-Day usage

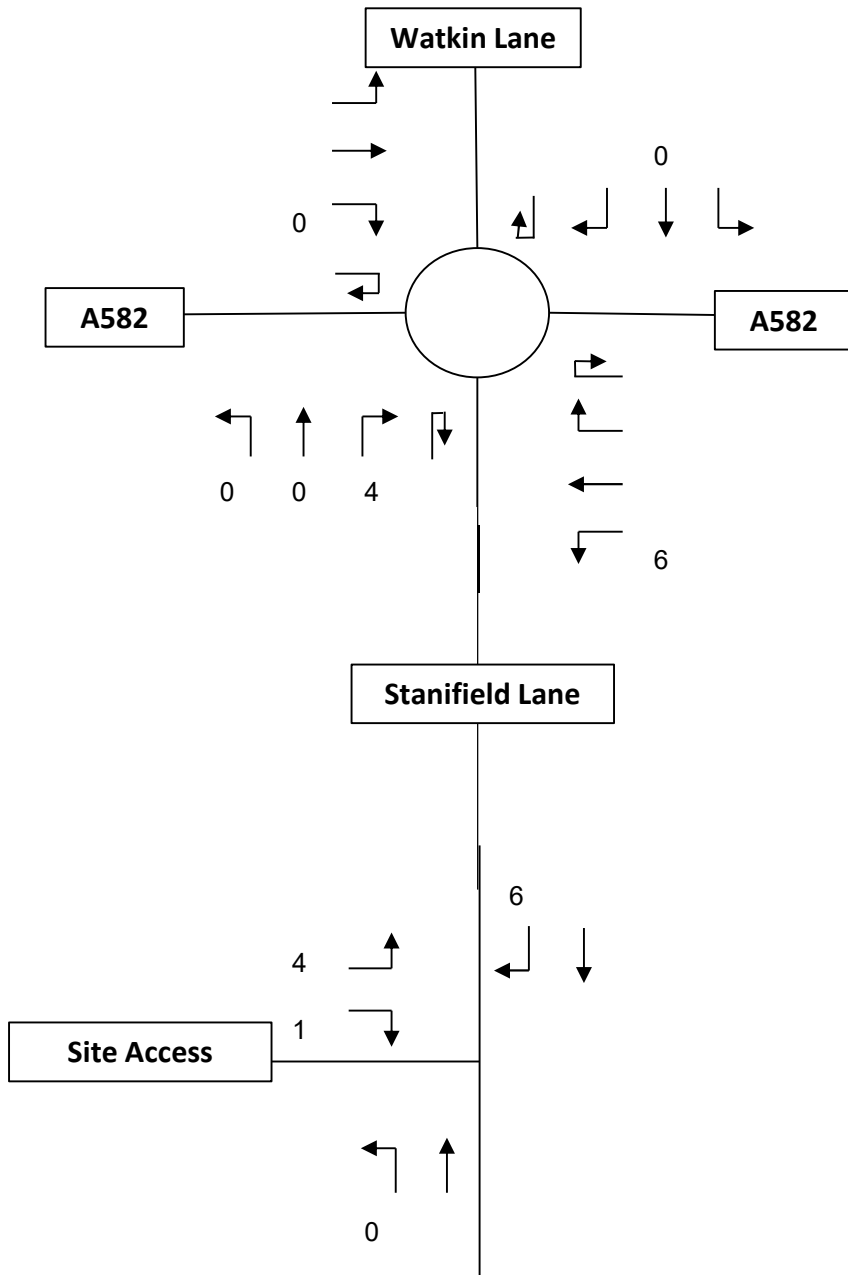


Traffic Flow Diagram

PM Dev (Nonevent)

Weekday PM Peak Hour: 16:30-17:30

Development Traffic - Typical Day-to-Day usage

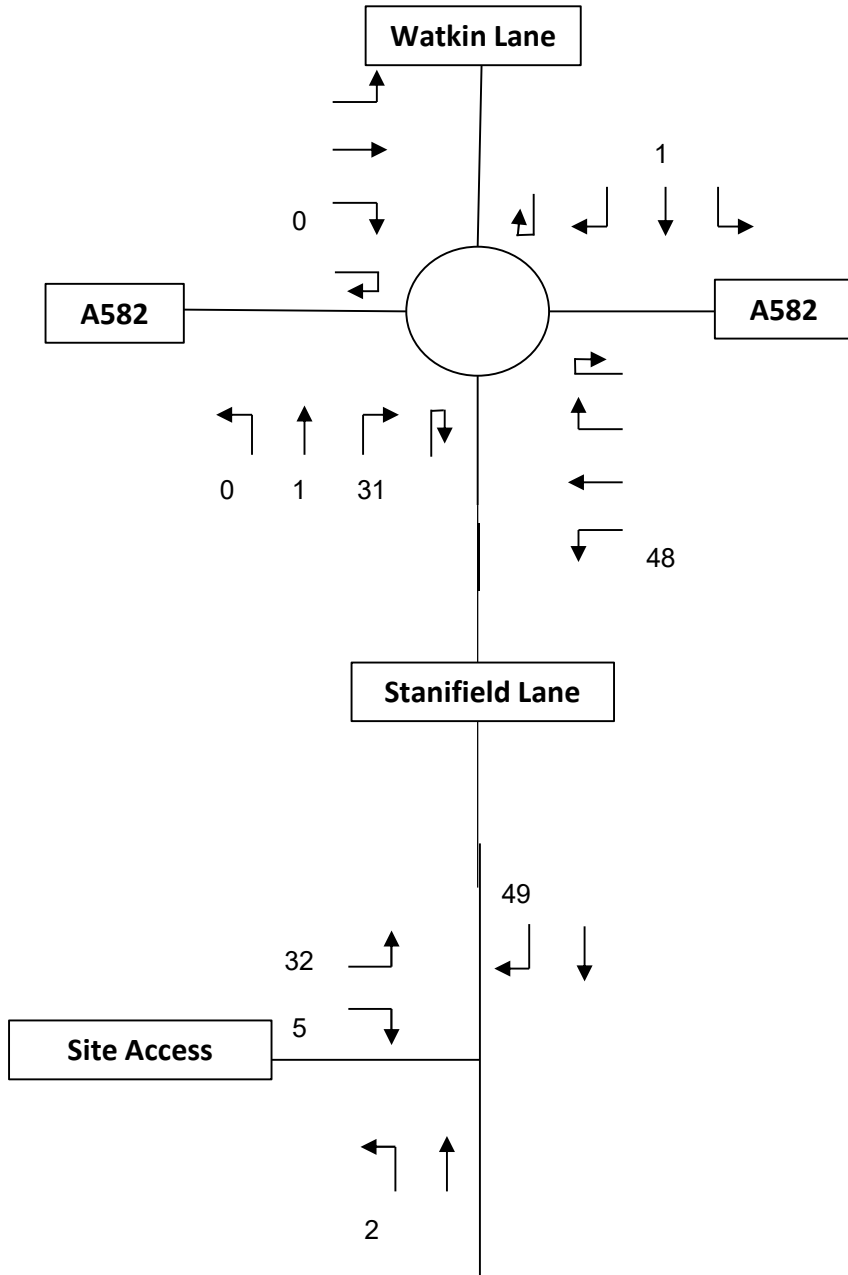


Traffic Flow Diagram

SAT Dev (Nonevent)

Saturday Peak Hour: 13:00-14:00

Development Traffic - Typical day-to-day usage

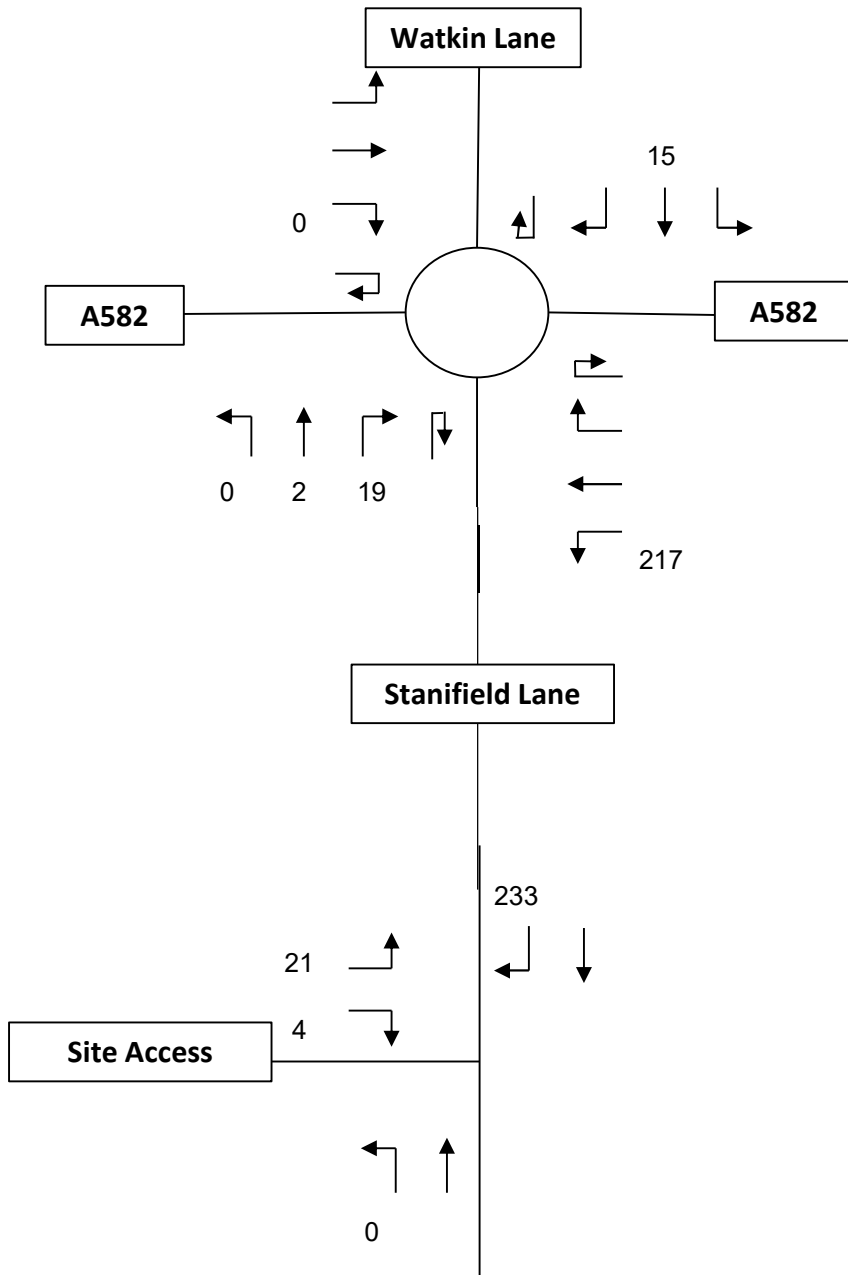


Traffic Flow Diagram

Weekend T20 Dev

Saturday Peak Hour: 13:00-14:00

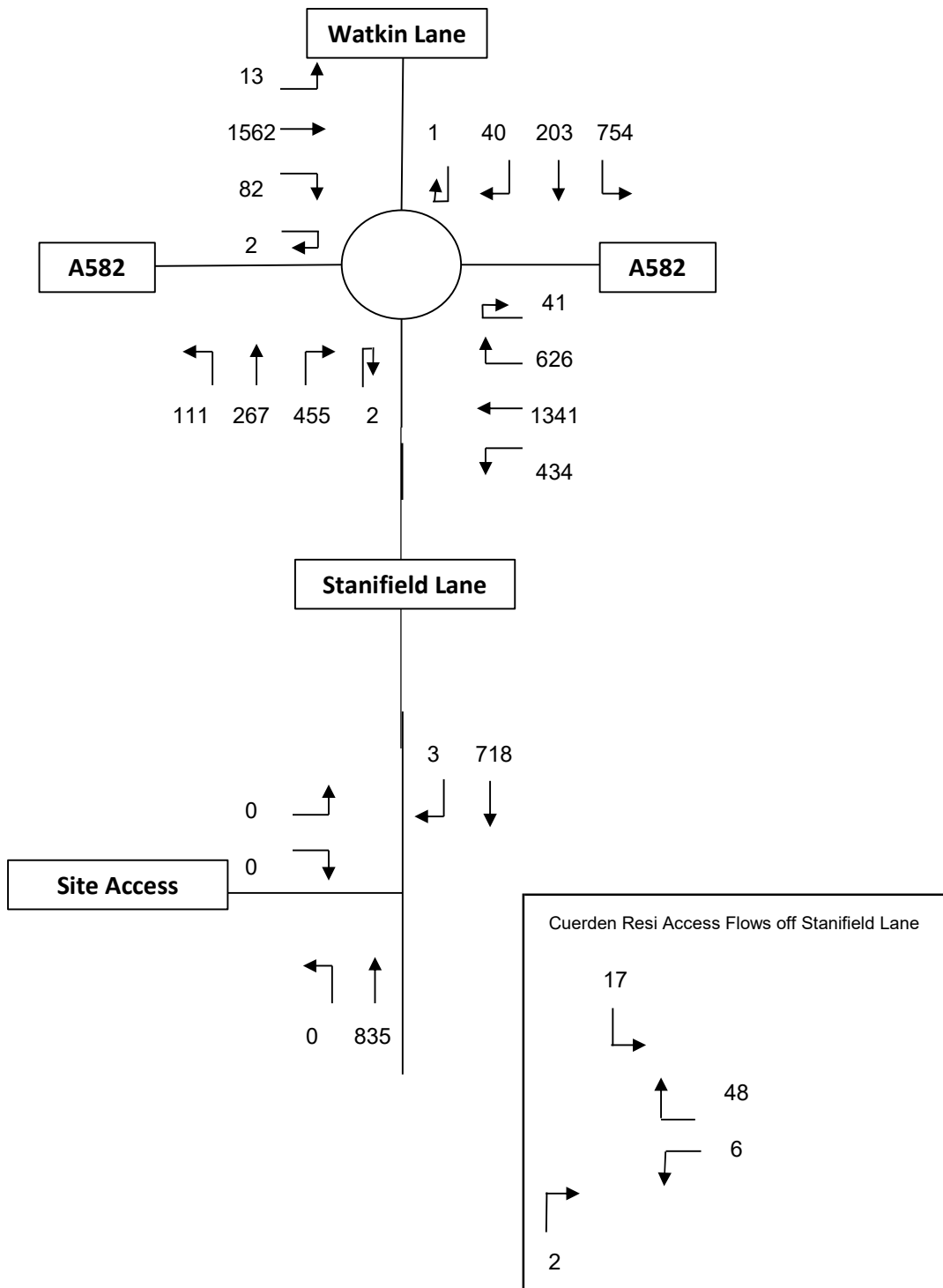
Development Traffic - T20 Event Day



Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

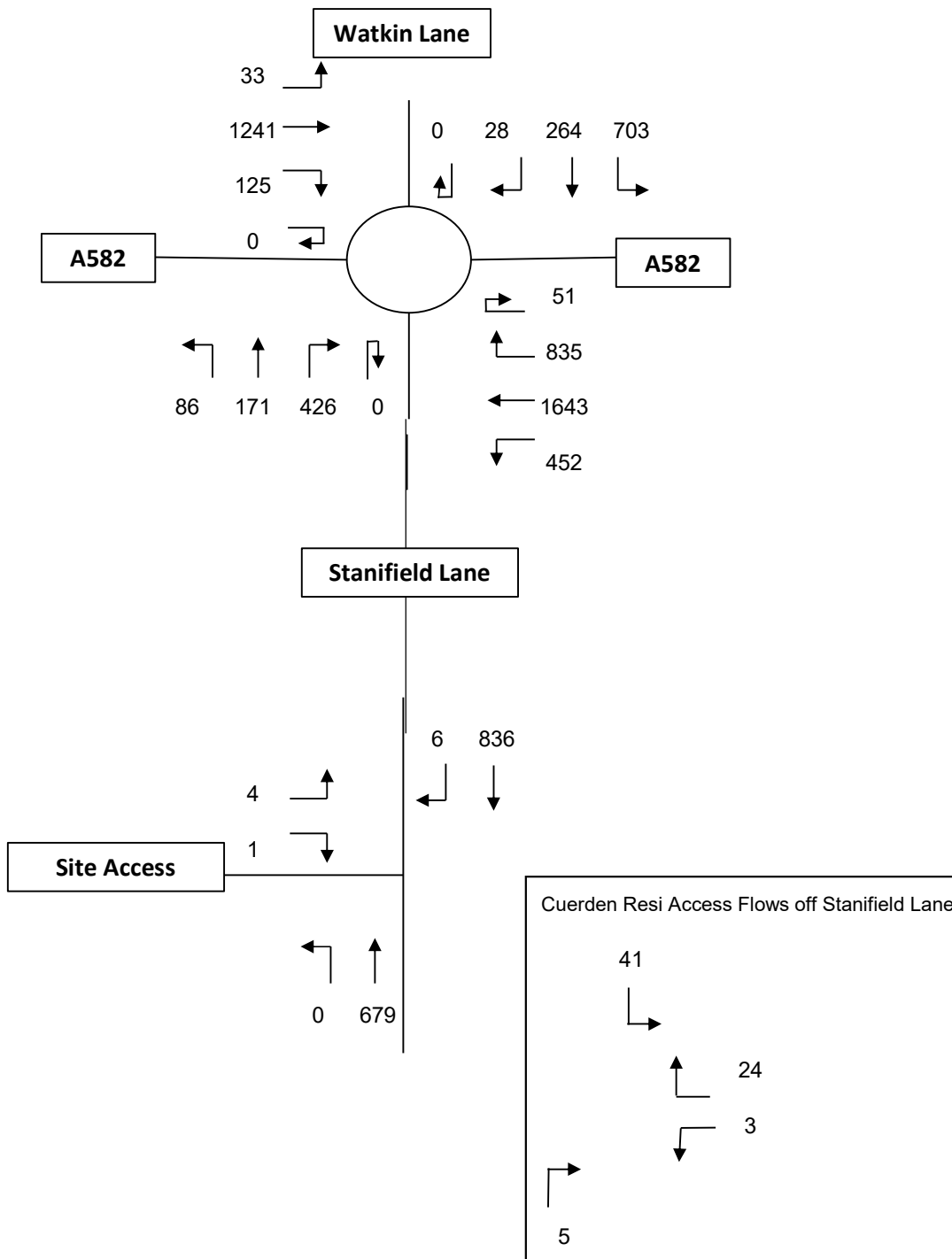
2024 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

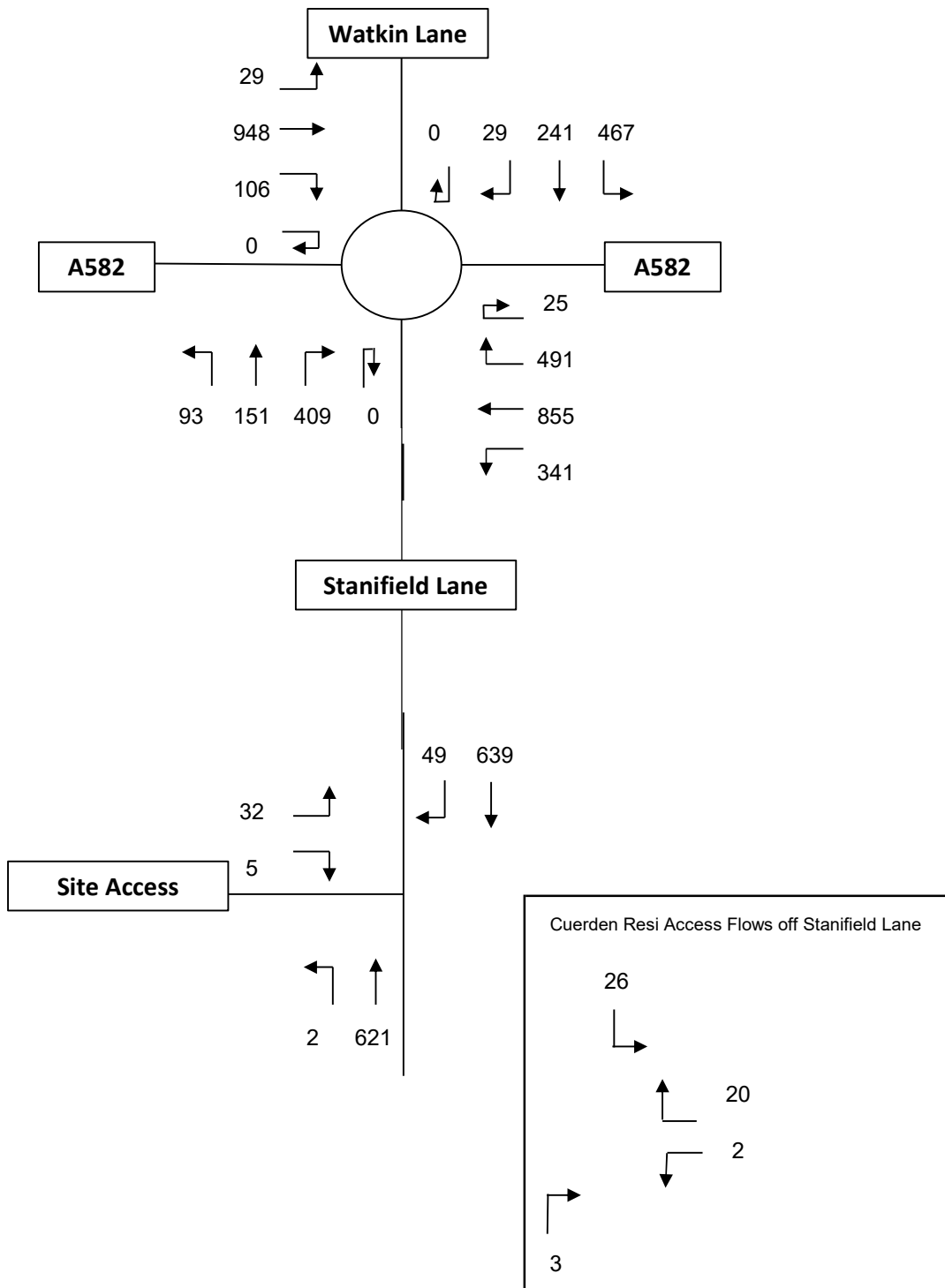
2024 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

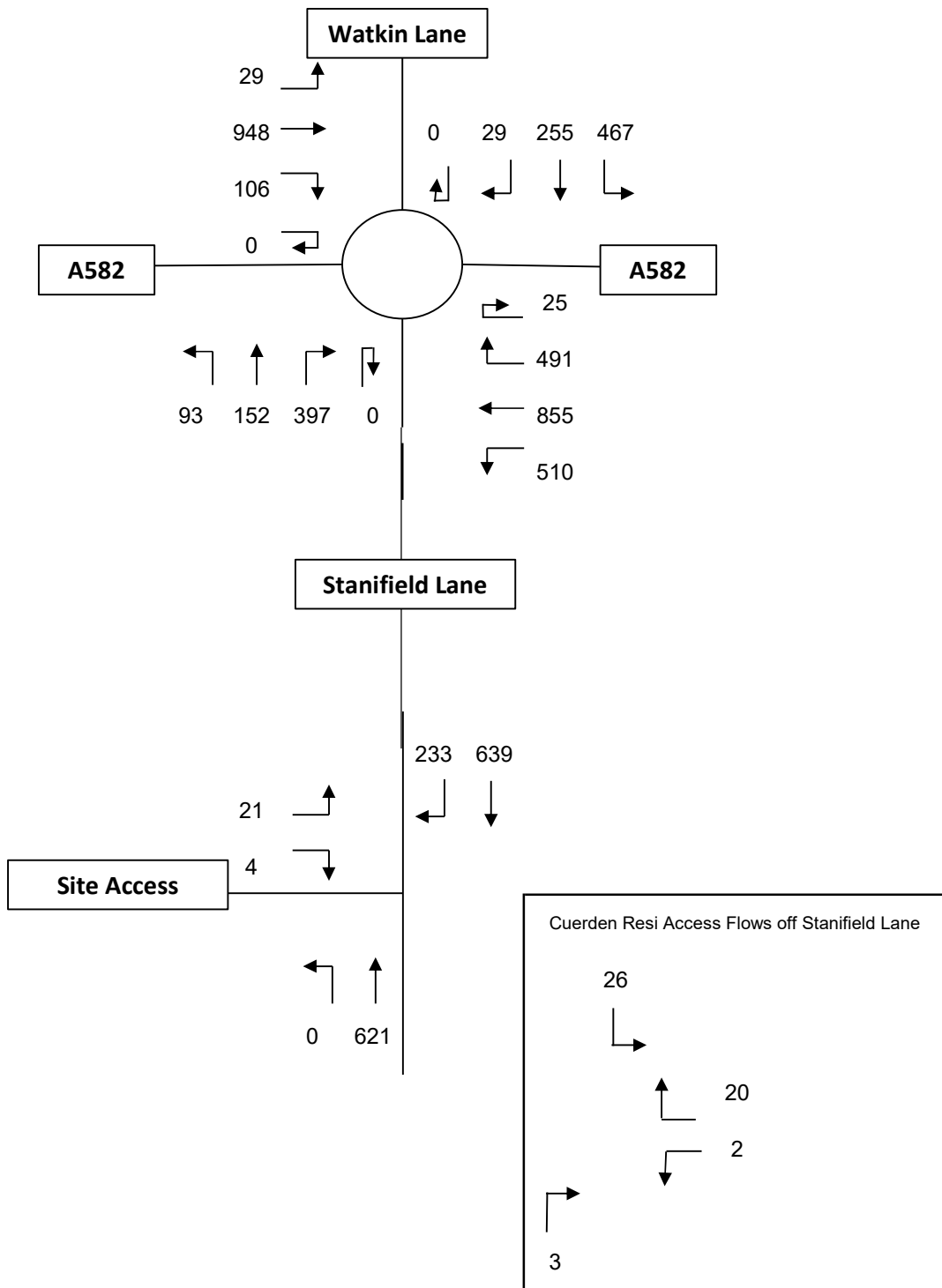
2024 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

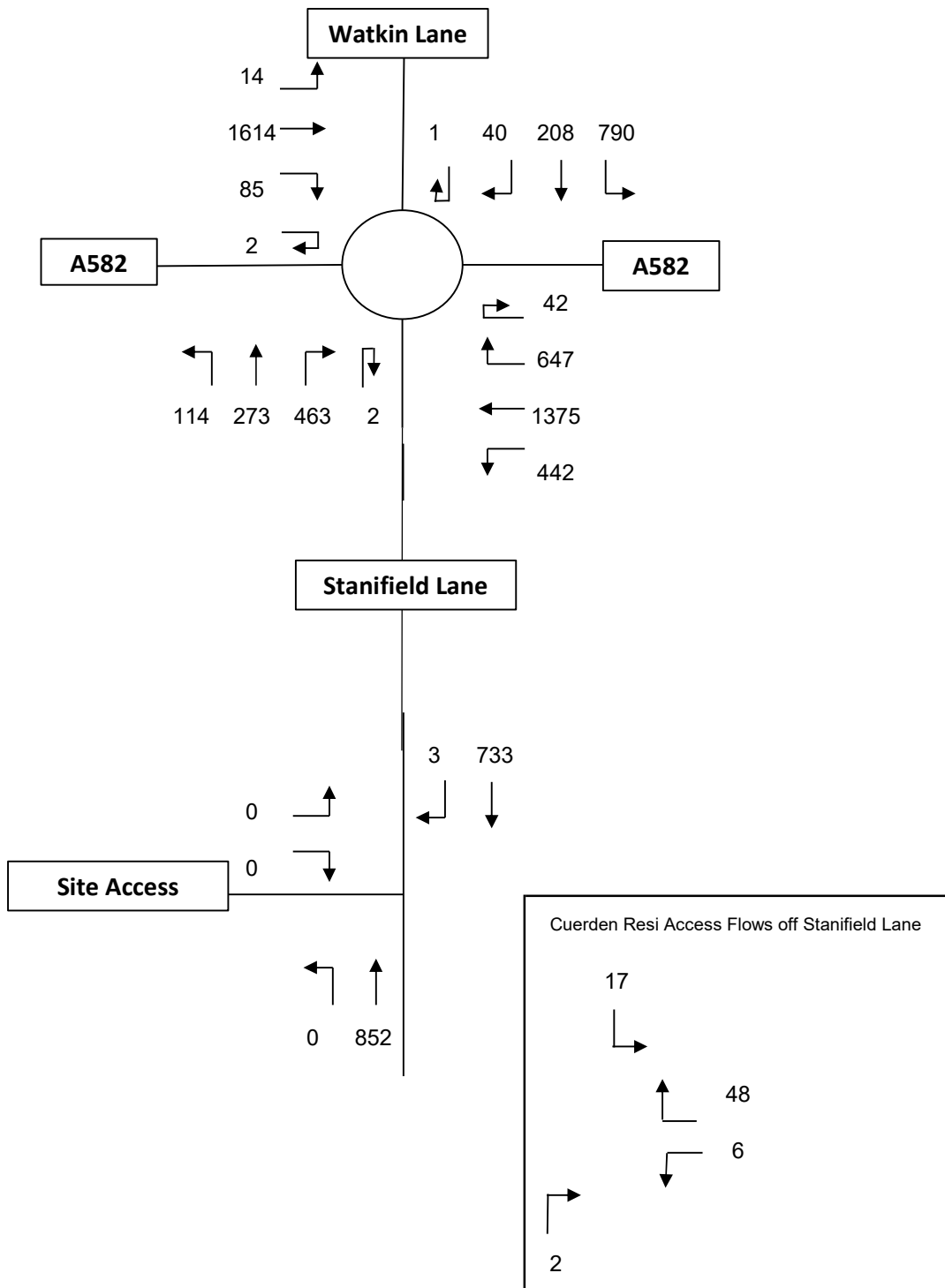
2024 Do-Something (T20 Match Day)



Traffic Flow Diagram

Weekday AM Peak Hour: 07:30-08:30

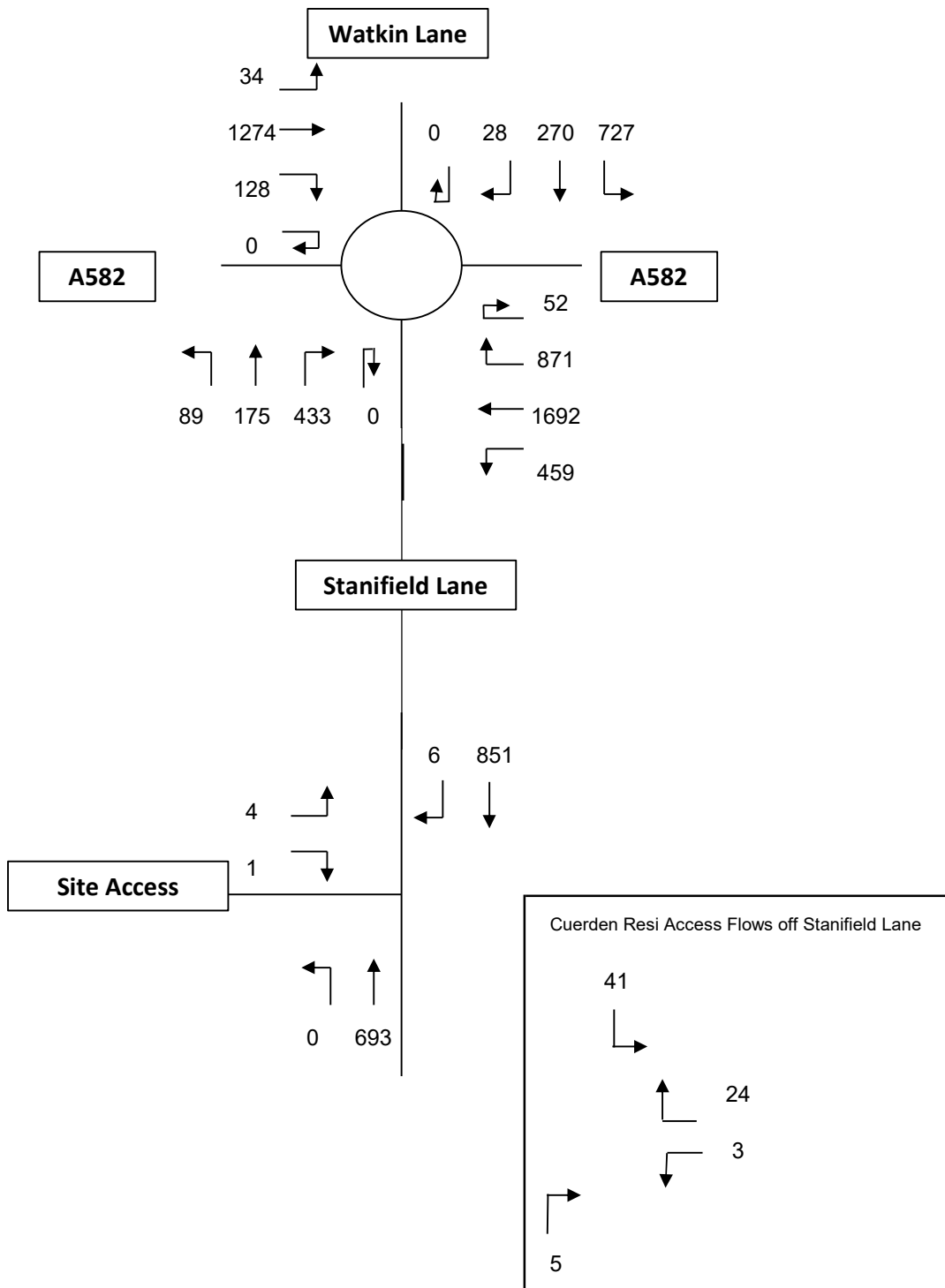
2029 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Weekday PM Peak Hour: 16:30-17:30

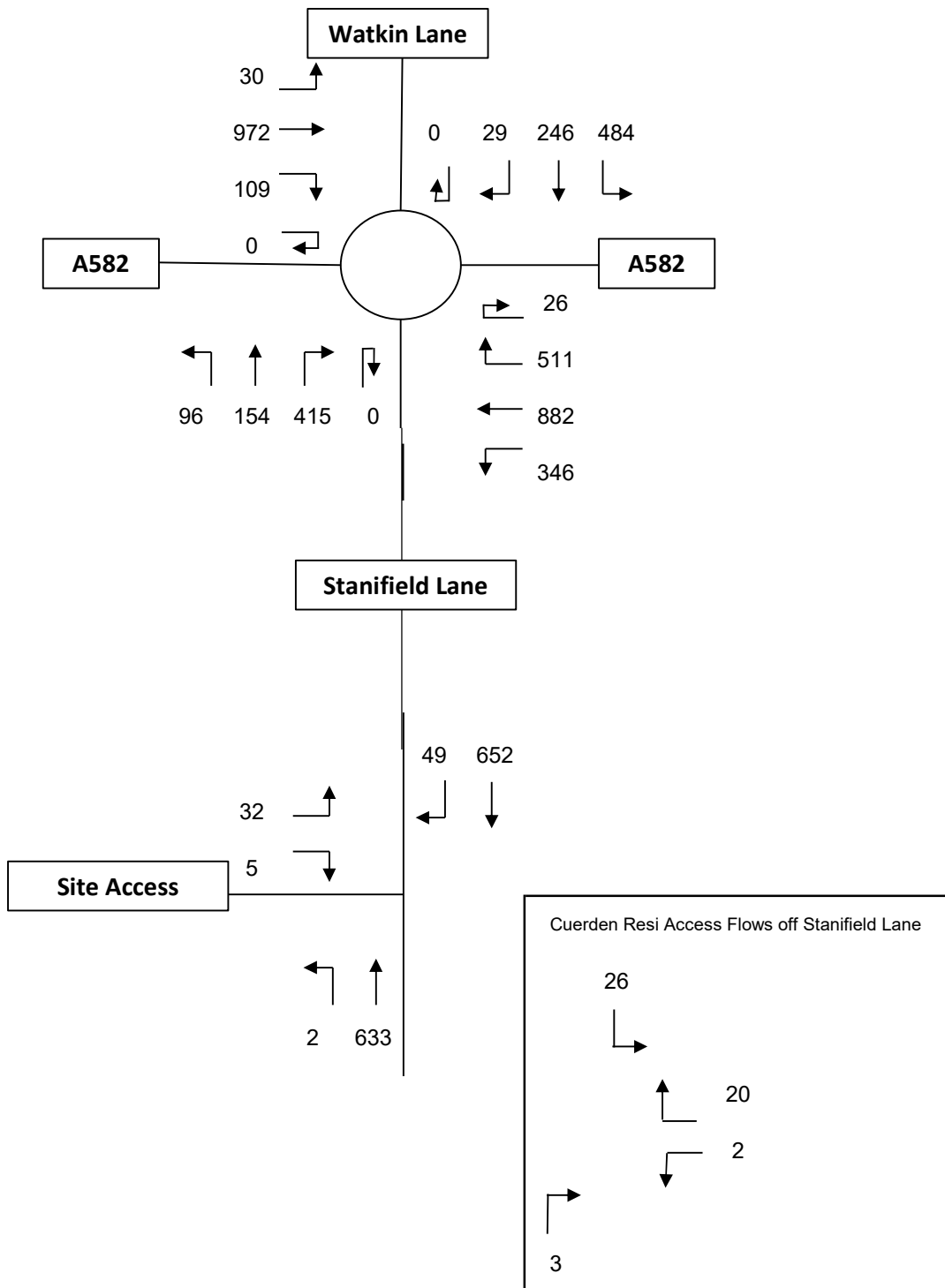
2029 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

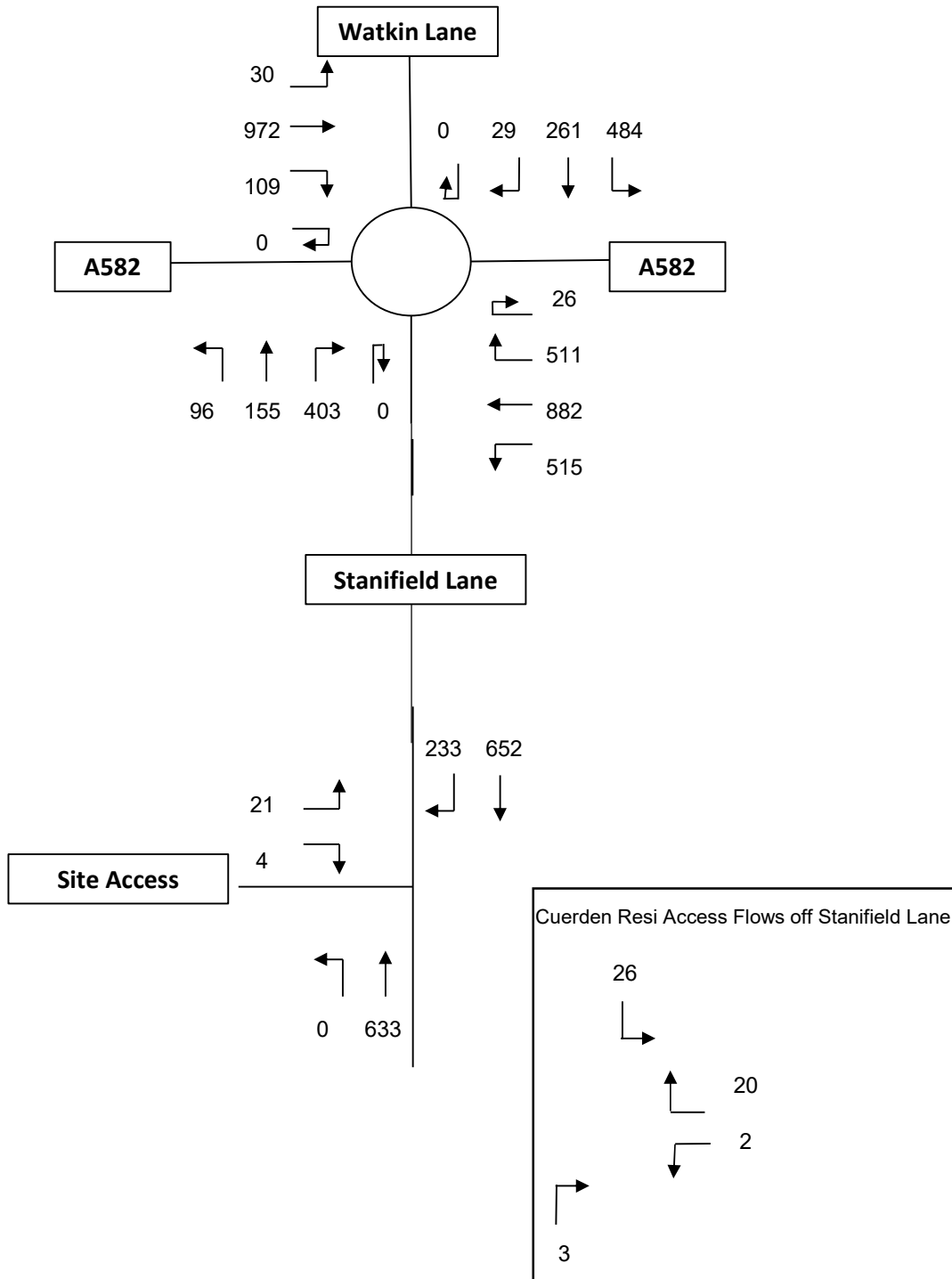
2029 Do-Something (Typical day-to-day use)



Traffic Flow Diagram

Saturday Peak Hour: 13:00-14:00

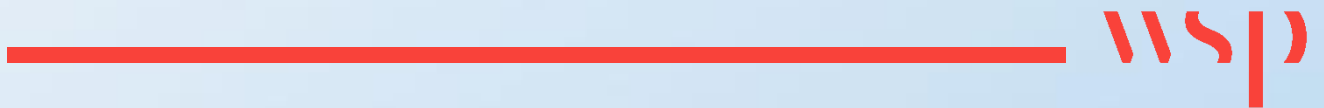
2029 Do-Something (T20 Match Day)



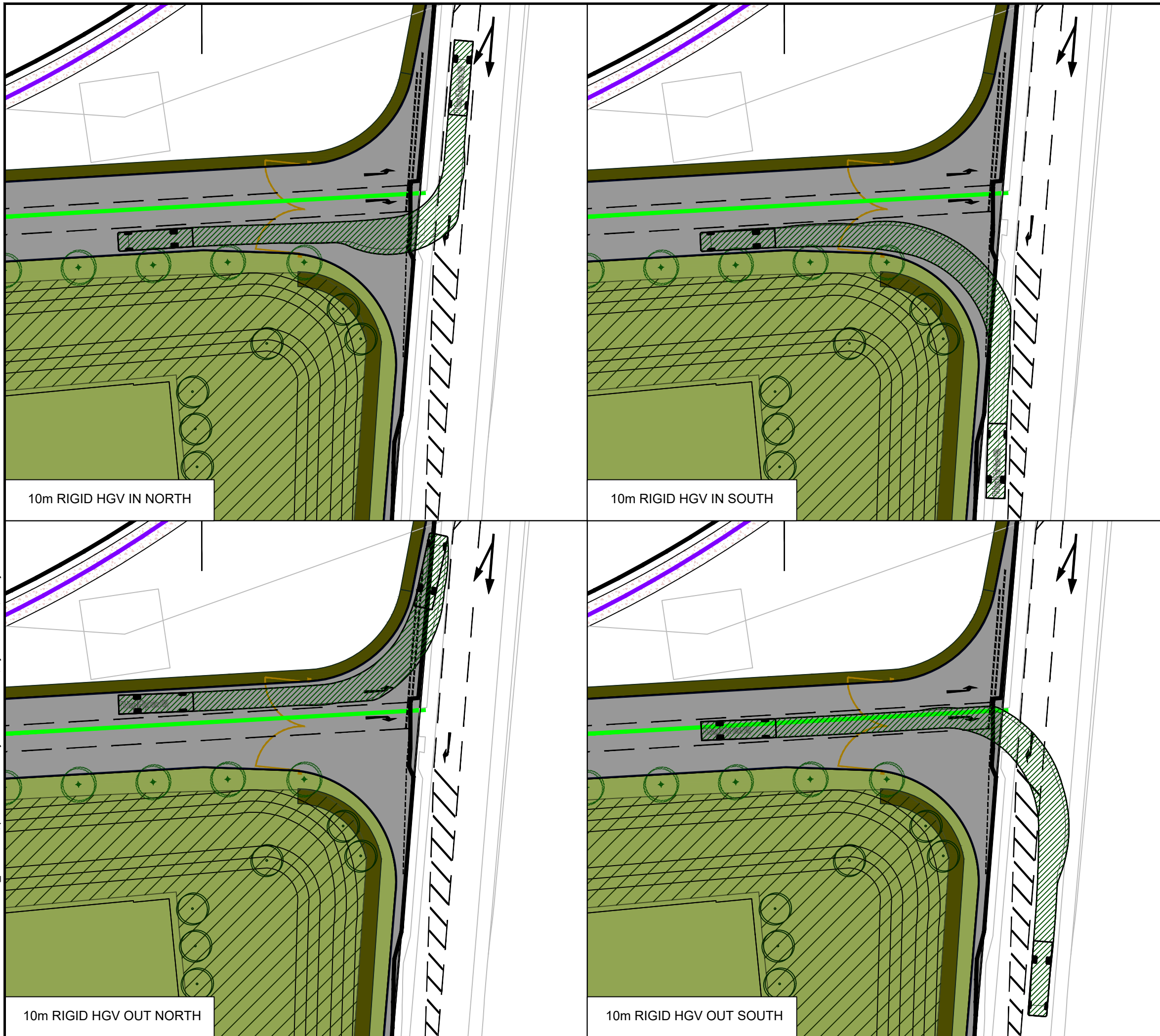
Traffic Flow Diagram

Appendix J

SERVICE AND REFUSE ARRANGEMENTS



File name: \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70082141 - FARINGTON SOUTH RIBBLE CRICKET AMENITY\03 WIP\WORKING DRAWINGS\FROM BDP\22.07.22\WSP-2141-SK-001_003.DWG, printed on 22 July 2022 15:02:37, by Johnstone, Harry



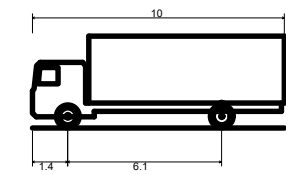
10m RIGID HGV IN NORTH

10m RIGID HGV IN SOUTH

10m RIGID HGV OUT NORTH

10m RIGID HGV OUT SOUTH

DO NOT SCALE



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	22/07/2022	HJ	FINAL ISSUE FOR PLANNING	AL	AL
P01	21/02/2022	HJ	SECOND ISSUE	AL	AL

DRAWING STATUS: S2 - FOR PLANNING



1st Floor Station House, Exchange Station, Tithebarn Street
 Liverpool, L2 2QP, UK
 T+ 44 (0) 151 600 5500
 wsp.com

CLIENT: ERIC WRIGHT CONSTRUCTION

ARCHITECT: BDP

PROJECT: Farington South Ribble Cricket Amenity

TITLE: Access Tracking Site Access Junction - Stanfield Lane

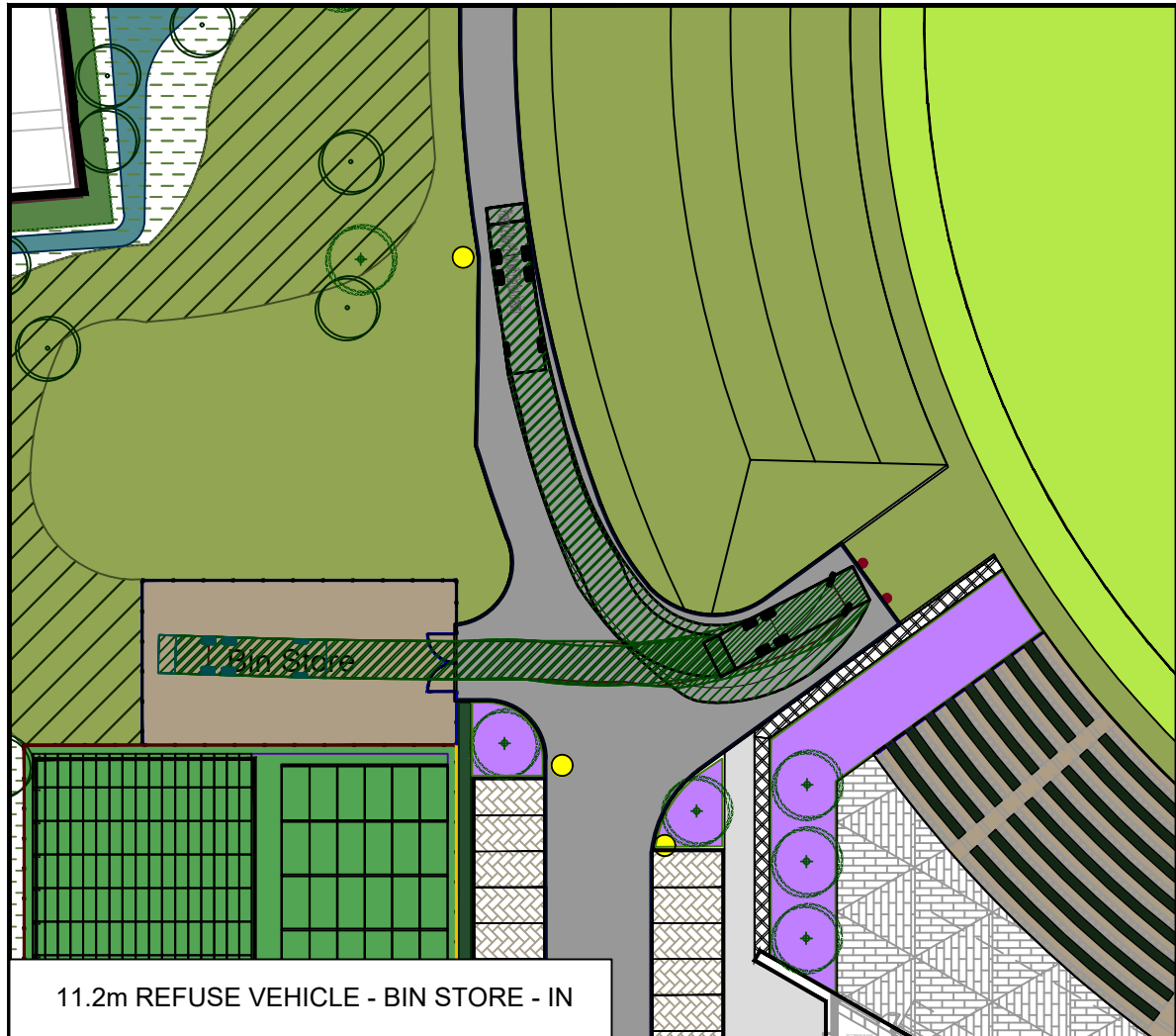
SCALE @ A3: 1:500 CHECKED: AL APPROVED: AL

PROJECT No: 70082141 DESIGNED: BDP DRAWN: HJ DATE: July 22

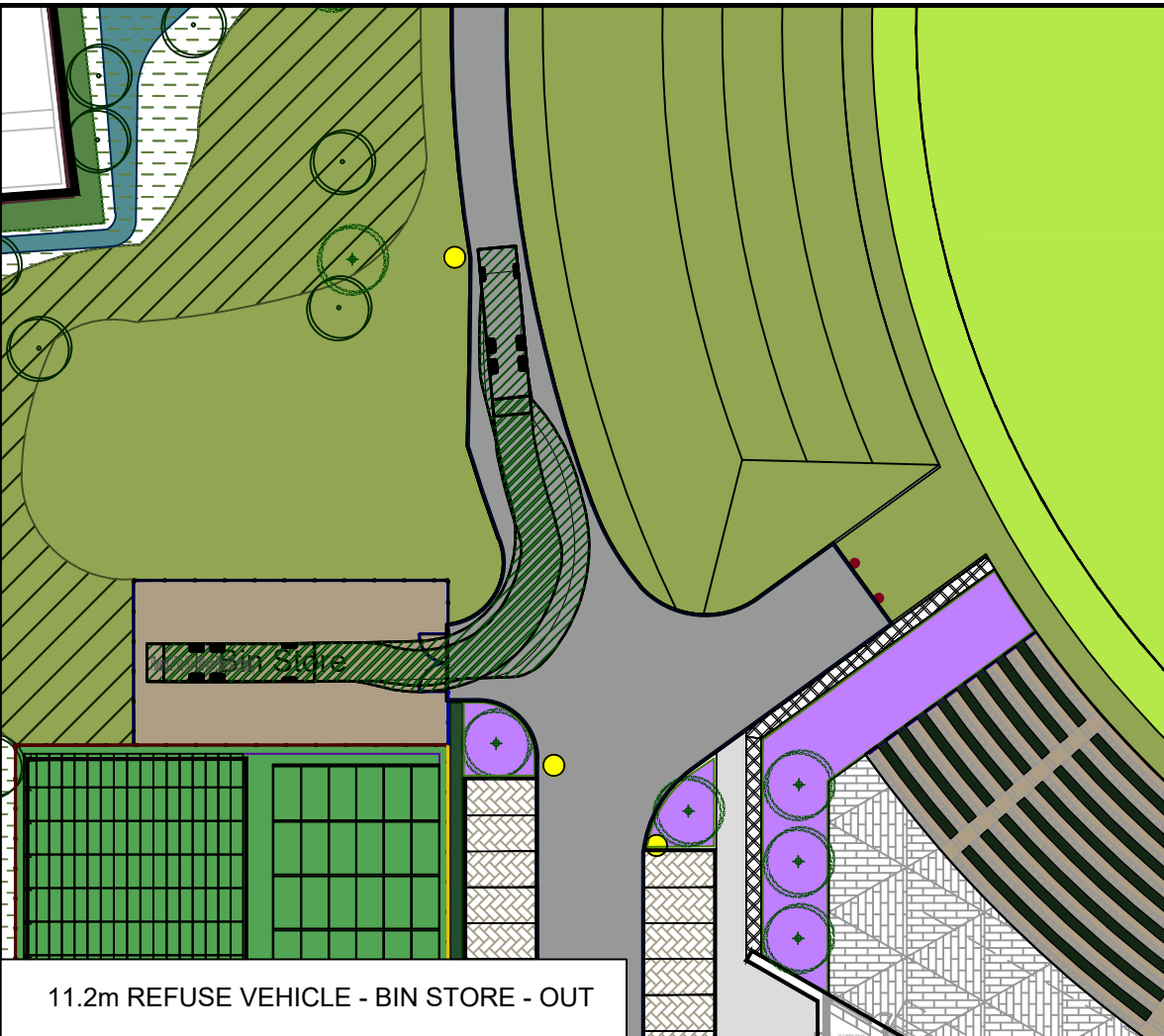
DRAWING No: WSP-2141-SK-001 REV: P02

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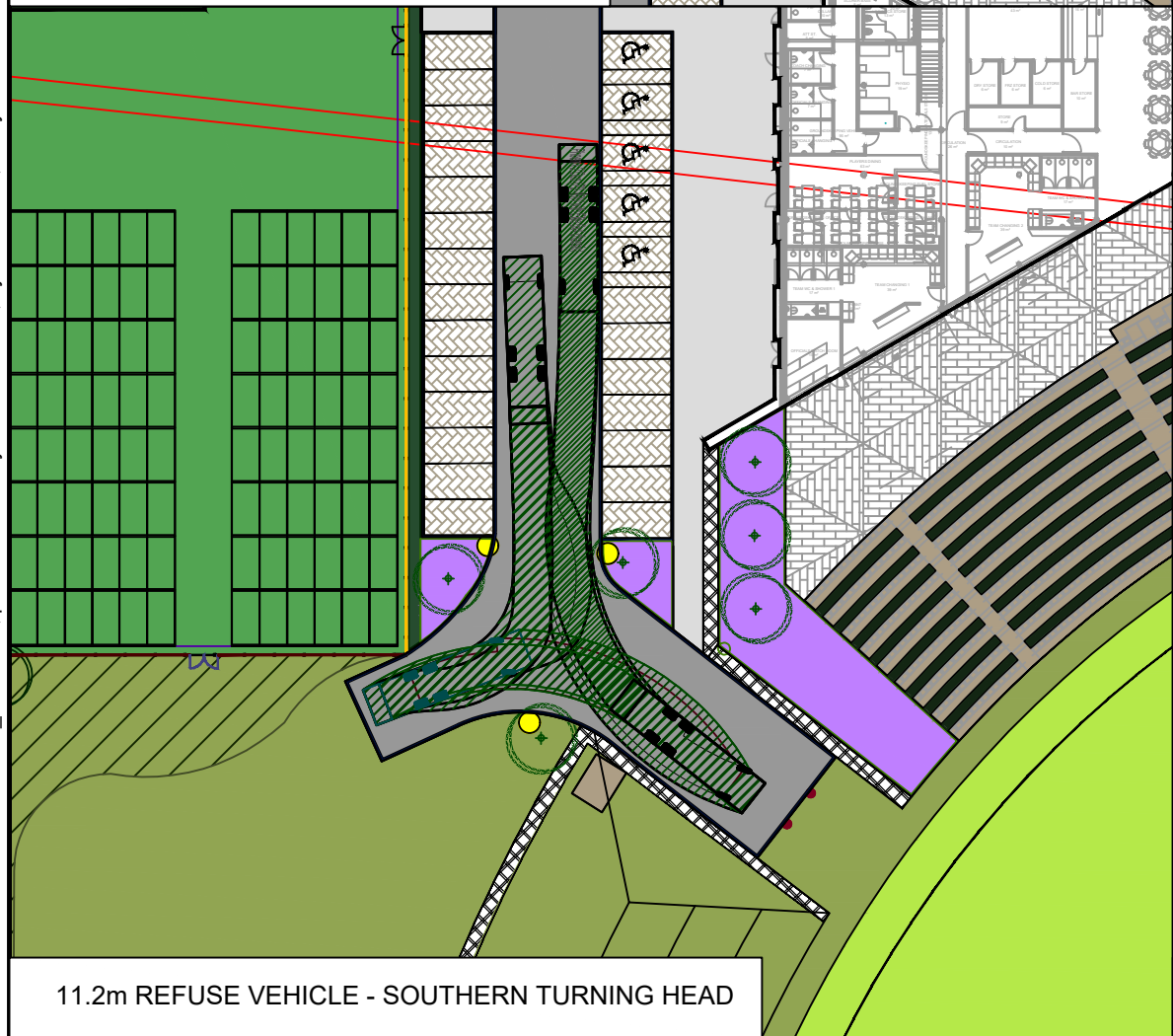
File name: \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70082141 - FARINGTON SOUTH RIBBLE CRICKET AMENITY\03 WIP\WORKING DRAWINGS\FROM BDP\22.07.22\WSP-2141-SK-001_003.DWG, printed on 22 July 2022 12:47:53, by Johnstone, Harry



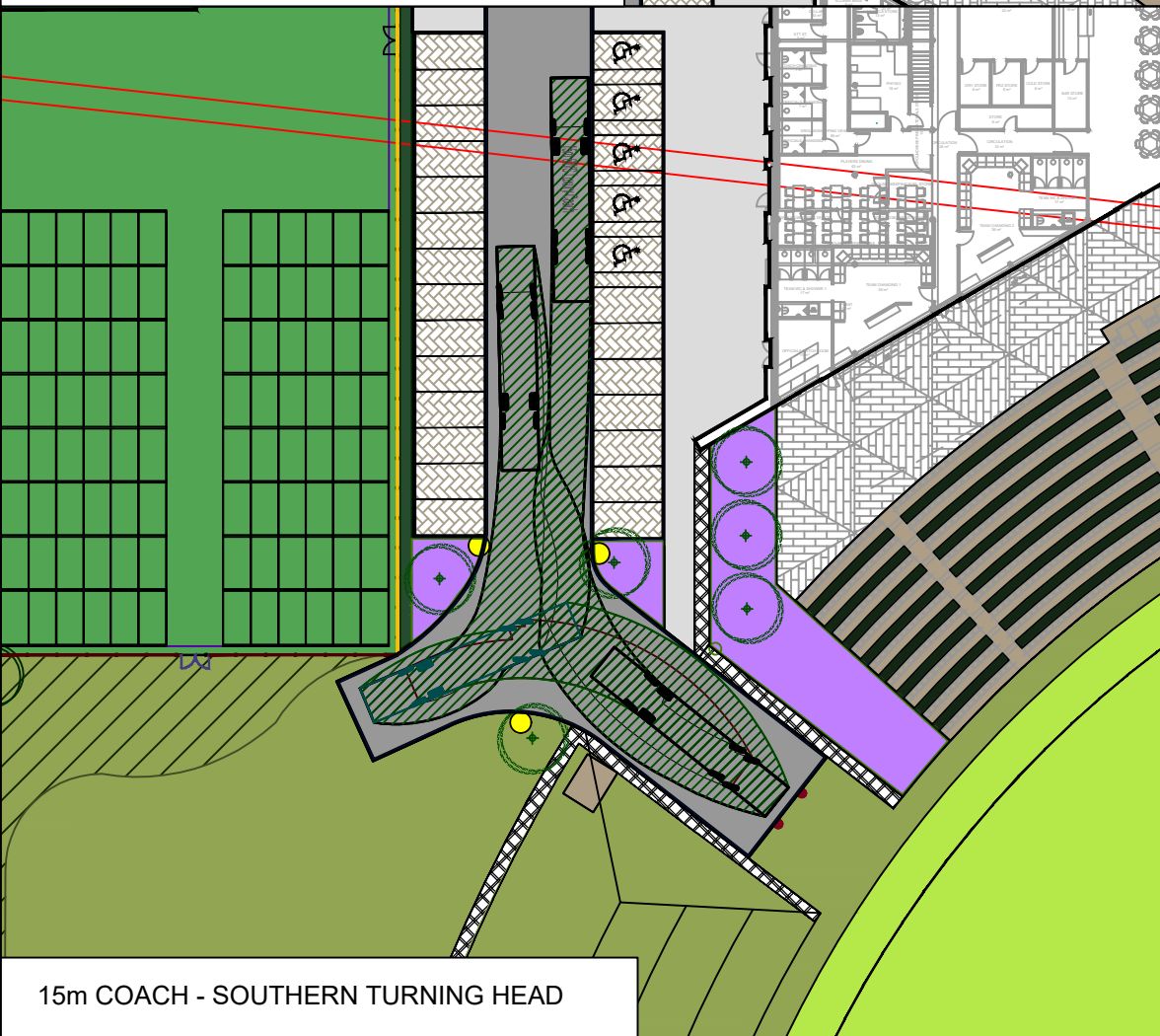
11.2m REFUSE VEHICLE - BIN STORE - IN



11.2m REFUSE VEHICLE - BIN STORE - OUT

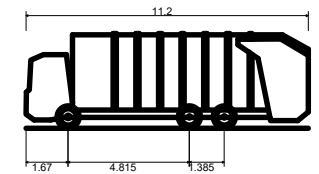


11.2m REFUSE VEHICLE - SOUTHERN TURNING HEAD

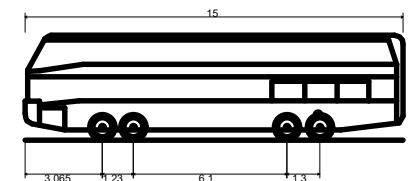


15m COACH - SOUTHERN TURNING HEAD

DO NOT SCALE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



15m 6WS Luxury Coach
 Overall Length 15.000m
 Overall Width 2.500m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.397m
 Track Width 2.500m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 12.490m

P02	22/07/2022	HJ	FINAL ISSUE FOR PLANNING	AL	AL
P01	21/02/2022	HJ	SECOND ISSUE	AL	AL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR PLANNING



1st Floor Station House, Exchange Station, Tithebarn Street
 Liverpool, L2 2QP, UK
 T+ 44 (0) 151 600 5500
 wsp.com

CLIENT: ERIC WRIGHT CONSTRUCTION

ARCHITECT: BDP

PROJECT: Farington South Ribble Cricket Amenity

TITLE: Access Tracking Rear of Pavilion Building

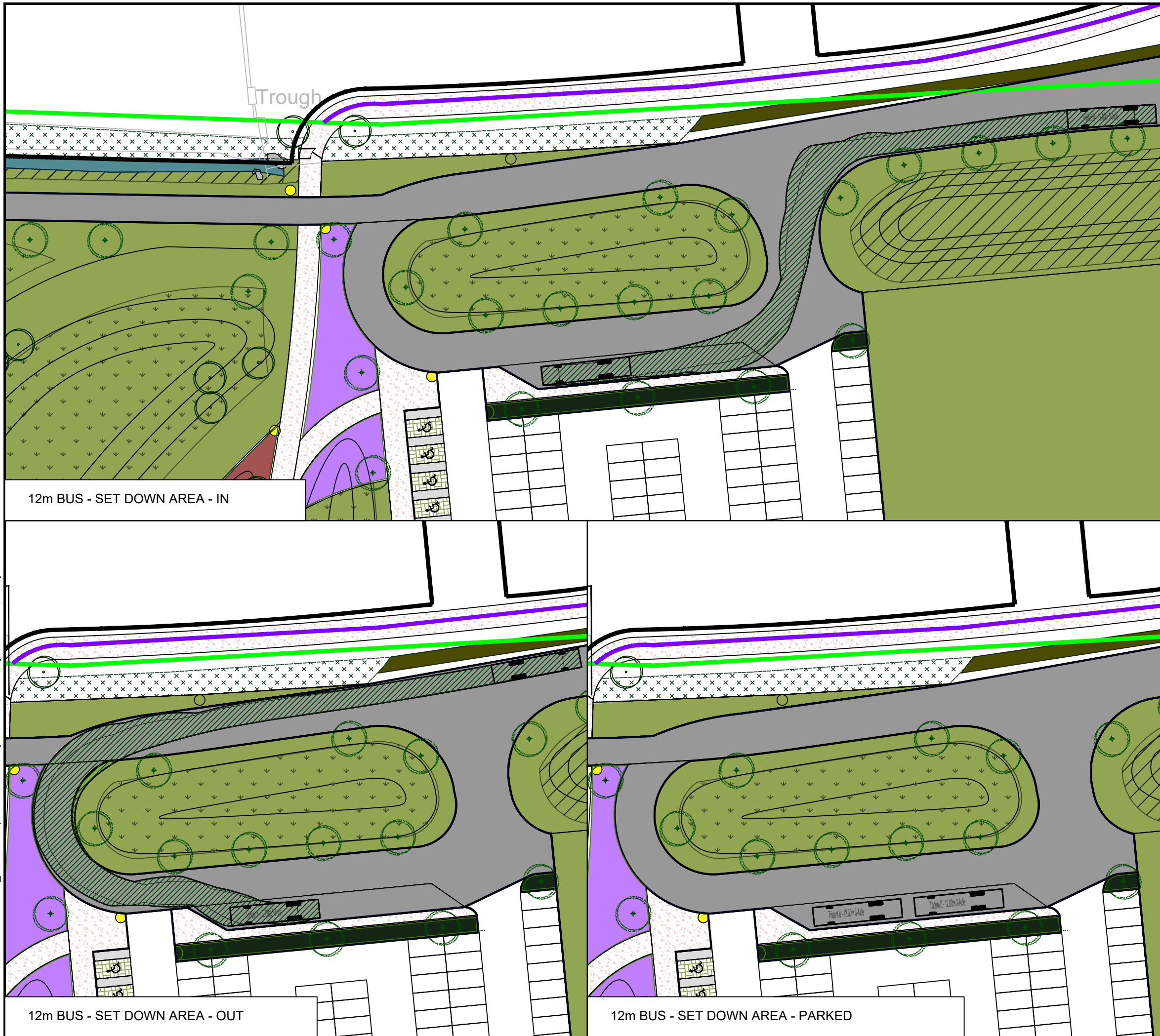
SCALE @ A3: 1:500 CHECKED: AL APPROVED: AL

PROJECT No: 70082141 DESIGNED: BDP DRAWN: HJ DATE: July 22

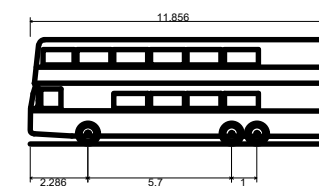
DRAWING No: WSP-2141-SK-002 REV: P02

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70082141 - FARINGTON SOUTH RIBBLE CRICKET AMENITY\03 WIP\WORKING DRAWINGS\FROM BDP\22.07.22\WSP-2141-SK-001_003.DWG, printed on 22 July 2022 15:04:09, by Johnstone, Harry



DO NOT SCALE



Trident II - 12.00m 3-Axle
 Overall Length 11.856m
 Overall Width 2.496m
 Overall Body Height 4.140m
 Min Body Ground Clearance 0.311m
 Track Width 2.363m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	22/07/2022	HJ	FINAL ISSUE FOR PLANNING	AL	AL

DRAWING STATUS: S2 - FOR PLANNING



1st Floor Station House, Exchange Station, Tithebarn Street
 Liverpool, L2 2QP, UK
 T+ 44 (0) 151 600 5500
 wsp.com

CLIENT: ERIC WRIGHT CONSTRUCTION

ARCHITECT: BDP

PROJECT: Farington South Ribble Cricket Amenity

TITLE: Access Tracking Bus Set Down Area

SCALE @ A3: 1:500
 CHECKED: AL
 APPROVED: AL

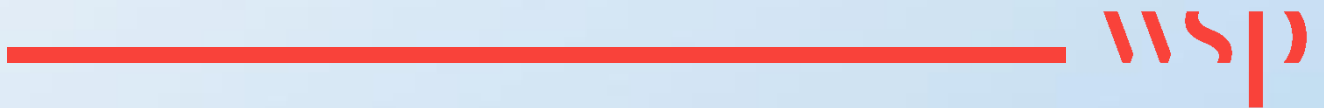
PROJECT No: 70082141
 DESIGNED: BDP
 DRAWN: HJ
 DATE: July 22

DRAWING No: WSP-2141-SK-003
 REV: P01

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Appendix K

JUNCTION CAPACITY ASSESSMENT RESULTS



<h1>Junctions 10</h1>
PICADY 10 - Priority Intersection Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Farington Site Access - 3 Arm Stanifield Ln.j10

Path: \\uk.wspgroup.com\central data\Projects\70082xxx\70082141 - Farington South Ribble Cricket Amenity\03 WIP\Junction Modelling

Report generation date: 10/02/2022 17:28:44

- »2024 DS, AM
- »2024 DS, PM
- »2024 DS, SAT
- »2024 DS T20, SAT
- »2029 DS, AM
- »2029 DS, PM
- »2029 DS, SAT
- »2029 DS T20, SAT

Summary of junction performance

	AM						PM						SAT					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024 DS																		
Stream B-C	D1	0.0	0.00	0.00	A	155 %	D2	0.0	7.64	0.01	A	37 %	D3	0.1	7.94	0.07	A	49 %
Stream B-A		0.0	0.00	0.00	A	[Stream C-AB]		0.0	17.19	0.01	C	[Stream B-A]		0.0	15.41	0.02	C	[Stream B-A]
Stream C-AB		0.0	7.17	0.01	A			0.0	6.59	0.01	A			0.1	6.97	0.09	A	
2024 DS T20																		
Stream B-C													D4	0.0	7.74	0.05	A	21 %
Stream B-A														0.0	21.05	0.03	C	[Stream B-A]
Stream C-AB														0.8	11.34	0.45	B	[Stream B-A]
2029 DS																		
Stream B-C	D5	0.0	0.00	0.00	A	150 %	D6	0.0	7.70	0.01	A	34 %	D7	0.1	8.00	0.07	A	47 %
Stream B-A		0.0	0.00	0.00	A	[Stream C-AB]		0.0	17.66	0.01	C	[Stream B-A]		0.0	15.73	0.02	C	[Stream B-A]
Stream C-AB		0.0	7.25	0.01	A			0.0	6.64	0.01	A			0.1	7.02	0.10	A	
2029 DS T20																		
Stream B-C													D8	0.0	7.79	0.05	A	19 %
Stream B-A														0.0	21.66	0.03	C	[Stream B-A]
Stream C-AB														0.8	11.46	0.45	B	[Stream B-A]

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

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

File summary

File Description

Title	Farington Cricket Amenity Access
Location	Farington
Site number	1
Date	20/09/2021
Version	
Status	Proposed Access
Identifier	
Client	LCC, LCCC, Eric Wright Construction
Jobnumber	70082141
Enumerator	CORPIUKHGB002
Description	Layout from DWG FCR-WSP-ZZ-XX-DR-C-0013 Rev A Flows from -

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 DS	AM	Non-event day	ONE HOUR	07:15	08:45	15	✓
D2	2024 DS	PM	Non-event day	ONE HOUR	16:15	17:45	15	✓
D3	2024 DS	SAT	Non-event day	ONE HOUR	12:45	14:15	15	✓
D4	2024 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓
D5	2029 DS	AM	Non-event day	ONE HOUR	07:15	08:45	15	✓
D6	2029 DS	PM	Non-event day	ONE HOUR	16:15	17:45	15	✓
D7	2029 DS	SAT	Non-event day	ONE HOUR	12:45	14:15	15	✓
D8	2029 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

2024 DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	155	Stream C-AB	0.01	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stanifield Ln S		Major
B	Site Access		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	3.50	160.0	✓	6.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.50	3.50	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502	0.086	0.218	0.137	0.311
B-C	655	0.095	0.239	-	-
C-B	761	0.278	0.278	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 DS	AM	Non-event day	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	835	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	835
	B	0	0	0
	C	718	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	7.17	0.0	A	3	4
C-A					659	988
A-B					0	0
A-C					766	1149

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	505	0.000	0	0.0	0.0	0.000	A
B-A	0	0	290	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.56	586	0.004	2	0.0	0.0	6.165	A
C-A	541	135			541				
A-B	0	0			0				
A-C	629	157			629				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	475	0.000	0	0.0	0.0	0.000	A
B-A	0	0	249	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.67	552	0.005	3	0.0	0.0	6.551	A
C-A	645	161			645				
A-B	0	0			0				
A-C	751	188			751				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	435	0.000	0	0.0	0.0	0.000	A
B-A	0	0	192	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.83	505	0.007	3	0.0	0.0	7.171	A
C-A	791	198			791				
A-B	0	0			0				
A-C	919	230			919				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	435	0.000	0	0.0	0.0	0.000	A
B-A	0	0	192	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.83	505	0.007	3	0.0	0.0	7.171	A
C-A	791	198			791				
A-B	0	0			0				
A-C	919	230			919				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	475	0.000	0	0.0	0.0	0.000	A
B-A	0	0	249	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.67	552	0.005	3	0.0	0.0	6.551	A
C-A	645	161			645				
A-B	0	0			0				
A-C	751	188			751				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	505	0.000	0	0.0	0.0	0.000	A
B-A	0	0	290	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.56	586	0.004	2	0.0	0.0	6.168	A
C-A	541	135			541				
A-B	0	0			0				
A-C	629	157			629				

2024 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-A	0.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 DS	PM	Non-event day	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	679	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	679
	B	1	0	4
	C	836	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.64	0.0	A	4	6
B-A	0.01	17.19	0.0	C	0.92	1
C-AB	0.01	6.59	0.0	A	6	8
C-A					767	1151
A-B					0	0
A-C					623	935

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	532	0.006	3	0.0	0.0	6.799	A
B-A	0.75	0.19	303	0.002	0.74	0.0	0.0	11.923	B
C-AB	5	1	619	0.007	4	0.0	0.0	5.860	A
C-A	629	157			629				
A-B	0	0			0				
A-C	511	128			511				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	509	0.007	4	0.0	0.0	7.128	A
B-A	0.90	0.22	264	0.003	0.90	0.0	0.0	13.681	B
C-AB	5	1	591	0.009	5	0.0	0.0	6.145	A
C-A	752	188			752				
A-B	0	0			0				
A-C	610	153			610				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	475	0.009	4	0.0	0.0	7.640	A
B-A	1	0.28	211	0.005	1	0.0	0.0	17.185	C
C-AB	7	2	553	0.012	7	0.0	0.0	6.587	A
C-A	920	230			920				
A-B	0	0			0				
A-C	748	187			748				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	475	0.009	4	0.0	0.0	7.640	A
B-A	1	0.28	211	0.005	1	0.0	0.0	17.185	C
C-AB	7	2	553	0.012	7	0.0	0.0	6.587	A
C-A	920	230			920				
A-B	0	0			0				
A-C	748	187			748				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	509	0.007	4	0.0	0.0	7.131	A
B-A	0.90	0.22	264	0.003	0.91	0.0	0.0	13.685	B
C-AB	5	1	591	0.009	5	0.0	0.0	6.147	A
C-A	752	188			752				
A-B	0	0			0				
A-C	610	153			610				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	532	0.006	3	0.0	0.0	6.799	A

B-A	0.75	0.19	303	0.002	0.76	0.0	0.0	11.926	B
C-AB	5	1	619	0.007	5	0.0	0.0	5.862	A
C-A	629	157			629				
A-B	0	0			0				
A-C	511	128			511				

2024 DS, SAT

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	49	Stream B-A	0.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 DS	SAT	Non-event day	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	623	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	621
	B	5	0	32
	C	639	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.94	0.1	A	29	44
B-A	0.02	15.41	0.0	C	5	7
C-AB	0.09	6.97	0.1	A	45	67
C-A					586	880
A-B					2	3
A-C					570	855

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	541	0.044	24	0.0	0.0	6.954	A
B-A	4	0.94	322	0.012	4	0.0	0.0	11.298	B
C-AB	37	9	630	0.059	37	0.0	0.1	6.059	A
C-A	481	120			481				
A-B	2	0.38			2				
A-C	468	117			468				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	519	0.055	29	0.0	0.1	7.338	A
B-A	4	1	287	0.016	4	0.0	0.0	12.724	B
C-AB	44	11	605	0.073	44	0.1	0.1	6.415	A
C-A	574	144			574				
A-B	2	0.45			2				
A-C	558	140			558				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	488	0.072	35	0.1	0.1	7.943	A
B-A	6	1	239	0.023	5	0.0	0.0	15.400	C
C-AB	54	13	570	0.095	54	0.1	0.1	6.970	A
C-A	704	176			704				
A-B	2	0.55			2				
A-C	684	171			684				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	488	0.072	35	0.1	0.1	7.944	A
B-A	6	1	239	0.023	6	0.0	0.0	15.405	C
C-AB	54	13	570	0.095	54	0.1	0.1	6.973	A
C-A	704	176			704				
A-B	2	0.55			2				
A-C	684	171			684				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	519	0.055	29	0.1	0.1	7.344	A
B-A	4	1	287	0.016	5	0.0	0.0	12.731	B
C-AB	44	11	605	0.073	44	0.1	0.1	6.417	A
C-A	574	144			574				
A-B	2	0.45			2				
A-C	558	140			558				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	541	0.044	24	0.1	0.0	6.958	A

B-A	4	0.94	322	0.012	4	0.0	0.0	11.305	B
C-AB	37	9	630	0.059	37	0.1	0.1	6.065	A
C-A	481	120			481				
A-B	2	0.38			2				
A-C	468	117			468				

2024 DS T20, SAT

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanfield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-A	1.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	621	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	621
	B	4	0	21
	C	639	233	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.74	0.0	A	19	29
B-A	0.03	21.05	0.0	C	4	6
C-AB	0.45	11.34	0.8	B	215	322
C-A					585	878
A-B					0	0
A-C					570	855

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	542	0.029	16	0.0	0.0	6.841	A
B-A	3	0.75	279	0.011	3	0.0	0.0	13.026	B
C-AB	175	44	631	0.278	174	0.0	0.4	7.849	A
C-A	481	120			481				
A-B	0	0			0				
A-C	468	117			468				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	519	0.036	19	0.0	0.0	7.190	A
B-A	4	0.90	236	0.015	4	0.0	0.0	15.511	C
C-AB	210	52	607	0.346	209	0.4	0.5	9.046	A
C-A	574	144			574				
A-B	0	0			0				
A-C	558	140			558				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	488	0.047	23	0.0	0.0	7.737	A
B-A	4	1	176	0.025	4	0.0	0.0	20.997	C
C-AB	259	65	577	0.449	258	0.5	0.8	11.261	B
C-A	701	175			701				
A-B	0	0			0				
A-C	684	171			684				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	488	0.047	23	0.0	0.0	7.739	A
B-A	4	1	175	0.025	4	0.0	0.0	21.048	C
C-AB	259	65	577	0.449	259	0.8	0.8	11.338	B
C-A	701	175			701				
A-B	0	0			0				
A-C	684	171			684				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	519	0.036	19	0.0	0.0	7.195	A
B-A	4	0.90	235	0.015	4	0.0	0.0	15.555	C
C-AB	210	52	607	0.346	211	0.8	0.5	9.122	A
C-A	574	144			574				
A-B	0	0			0				
A-C	558	140			558				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	542	0.029	16	0.0	0.0	6.845	A

B-A	3	0.75	279	0.011	3	0.0	0.0	13.062	B
C-AB	175	44	631	0.278	176	0.5	0.4	7.922	A
C-A	481	120			481				
A-B	0	0			0				
A-C	468	117			468				

2029 DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream C-AB	0.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 DS	AM	Non-event day	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	852	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	852
	B	0	0	0
	C	733	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	7.25	0.0	A	3	4
C-A					673	1009
A-B					0	0
A-C					782	1173

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	502	0.000	0	0.0	0.0	0.000	A
B-A	0	0	286	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.56	583	0.004	2	0.0	0.0	6.203	A
C-A	552	138			552				
A-B	0	0			0				
A-C	641	160			641				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	472	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.67	548	0.005	3	0.0	0.0	6.602	A
C-A	659	165			659				
A-B	0	0			0				
A-C	766	191			766				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	431	0.000	0	0.0	0.0	0.000	A
B-A	0	0	186	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.83	500	0.007	3	0.0	0.0	7.246	A
C-A	807	202			807				
A-B	0	0			0				
A-C	938	235			938				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	431	0.000	0	0.0	0.0	0.000	A
B-A	0	0	186	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.83	500	0.007	3	0.0	0.0	7.246	A
C-A	807	202			807				
A-B	0	0			0				
A-C	938	235			938				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	472	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.67	548	0.005	3	0.0	0.0	6.605	A
C-A	659	165			659				
A-B	0	0			0				
A-C	766	191			766				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	502	0.000	0	0.0	0.0	0.000	A

B-A	0	0	286	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.56	583	0.004	2	0.0	0.0	6.205	A
C-A	552	138			552				
A-B	0	0			0				
A-C	641	160			641				

2029 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	Stream B-A	0.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 DS	PM	Non-event day	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	693	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	857	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	693
	B	1	0	4
	C	851	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.70	0.0	A	4	6
B-A	0.01	17.66	0.0	C	0.92	1
C-AB	0.01	6.64	0.0	A	6	8
C-A					781	1171
A-B					0	0
A-C					636	954

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	530	0.006	3	0.0	0.0	6.831	A
B-A	0.75	0.19	299	0.003	0.74	0.0	0.0	12.077	B
C-AB	5	1	616	0.007	4	0.0	0.0	5.888	A
C-A	641	160			641				
A-B	0	0			0				
A-C	522	130			522				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	506	0.007	4	0.0	0.0	7.171	A
B-A	0.90	0.22	259	0.003	0.90	0.0	0.0	13.924	B
C-AB	5	1	588	0.009	5	0.0	0.0	6.182	A
C-A	765	191			765				
A-B	0	0			0				
A-C	623	156			623				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	472	0.009	4	0.0	0.0	7.702	A
B-A	1	0.28	205	0.005	1	0.0	0.0	17.659	C
C-AB	7	2	549	0.012	7	0.0	0.0	6.640	A
C-A	937	234			937				
A-B	0	0			0				
A-C	763	191			763				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	472	0.009	4	0.0	0.0	7.702	A
B-A	1	0.28	205	0.005	1	0.0	0.0	17.659	C
C-AB	7	2	549	0.012	7	0.0	0.0	6.640	A
C-A	937	234			937				
A-B	0	0			0				
A-C	763	191			763				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	506	0.007	4	0.0	0.0	7.171	A
B-A	0.90	0.22	259	0.003	0.91	0.0	0.0	13.928	B
C-AB	5	1	588	0.009	5	0.0	0.0	6.182	A
C-A	765	191			765				
A-B	0	0			0				
A-C	623	156			623				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	530	0.006	3	0.0	0.0	6.832	A

B-A	0.75	0.19	299	0.003	0.76	0.0	0.0	12.080	B
C-AB	5	1	616	0.007	5	0.0	0.0	5.888	A
C-A	641	160			641				
A-B	0	0			0				
A-C	522	130			522				

2029 DS, SAT

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	47	Stream B-A	0.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 DS	SAT	Non-event day	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	635	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	633
	B	5	0	32
	C	652	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	8.00	0.1	A	29	44
B-A	0.02	15.73	0.0	C	5	7
C-AB	0.10	7.02	0.1	A	45	67
C-A					598	897
A-B					2	3
A-C					581	871

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	539	0.045	24	0.0	0.0	6.983	A
B-A	4	0.94	319	0.012	4	0.0	0.0	11.417	B
C-AB	37	9	628	0.059	37	0.0	0.1	6.085	A
C-A	491	123			491				
A-B	2	0.38			2				
A-C	477	119			477				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	517	0.056	29	0.0	0.1	7.378	A
B-A	4	1	283	0.016	4	0.0	0.0	12.904	B
C-AB	44	11	602	0.073	44	0.1	0.1	6.449	A
C-A	586	147			586				
A-B	2	0.45			2				
A-C	569	142			569				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	485	0.073	35	0.1	0.1	7.999	A
B-A	6	1	234	0.023	5	0.0	0.0	15.726	C
C-AB	54	13	566	0.095	54	0.1	0.1	7.020	A
C-A	718	179			718				
A-B	2	0.55			2				
A-C	697	174			697				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	485	0.073	35	0.1	0.1	8.001	A
B-A	6	1	234	0.023	6	0.0	0.0	15.731	C
C-AB	54	13	566	0.095	54	0.1	0.1	7.023	A
C-A	718	179			718				
A-B	2	0.55			2				
A-C	697	174			697				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	517	0.056	29	0.1	0.1	7.380	A
B-A	4	1	283	0.016	5	0.0	0.0	12.910	B
C-AB	44	11	602	0.073	44	0.1	0.1	6.454	A
C-A	586	147			586				
A-B	2	0.45			2				
A-C	569	142			569				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	539	0.045	24	0.1	0.0	6.988	A

B-A	4	0.94	319	0.012	4	0.0	0.0	11.424	B
C-AB	37	9	628	0.059	37	0.1	0.1	6.091	A
C-A	491	123			491				
A-B	2	0.38			2				
A-C	477	119			477				

2029 DS T20, SAT

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-A	1.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	633	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	885	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	633
	B	4	0	21
	C	652	233	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.79	0.0	A	19	29
B-A	0.03	21.66	0.0	C	4	6
C-AB	0.45	11.46	0.8	B	215	322
C-A					597	896
A-B					0	0
A-C					581	871

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	540	0.029	16	0.0	0.0	6.869	A
B-A	3	0.75	276	0.011	3	0.0	0.0	13.184	B
C-AB	175	44	629	0.279	174	0.0	0.4	7.893	A
C-A	491	123			491				
A-B	0	0			0				
A-C	477	119			477				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	517	0.037	19	0.0	0.0	7.228	A
B-A	4	0.90	232	0.016	4	0.0	0.0	15.780	C
C-AB	210	52	604	0.348	209	0.4	0.5	9.113	A
C-A	586	146			586				
A-B	0	0			0				
A-C	569	142			569				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	485	0.048	23	0.0	0.0	7.791	A
B-A	4	1	171	0.026	4	0.0	0.0	21.606	C
C-AB	259	65	573	0.452	258	0.5	0.8	11.384	B
C-A	715	179			715				
A-B	0	0			0				
A-C	697	174			697				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	485	0.048	23	0.0	0.0	7.793	A
B-A	4	1	171	0.026	4	0.0	0.0	21.663	C
C-AB	259	65	573	0.452	259	0.8	0.8	11.465	B
C-A	715	179			715				
A-B	0	0			0				
A-C	697	174			697				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	517	0.037	19	0.0	0.0	7.233	A
B-A	4	0.90	231	0.016	4	0.0	0.0	15.826	C
C-AB	210	52	604	0.348	211	0.8	0.5	9.192	A
C-A	586	146			586				
A-B	0	0			0				
A-C	569	142			569				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	540	0.029	16	0.0	0.0	6.876	A

B-A	3	0.75	275	0.011	3	0.0	0.0	13.221	B
C-AB	175	44	629	0.279	176	0.5	0.4	7.965	A
C-A	491	123			491				
A-B	0	0			0				
A-C	477	119			477				

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Farington Site Access - 4 Arm Stanifield Ln.j10
Path: \\uk.wspgroup.com\central data\Projects\70082xxx\70082141 - Farington South Ribble Cricket Amenity\03 WIP\Junction Modelling
Report generation date: 10/02/2022 17:14:21

- »2024 With Dev - 2024 DS1, AM
- »2024 With Dev - 2024 DS1, PM
- »2024 With Dev - 2024 DS1, Weekend Peak
- »2024 With Dev - 2024 DS1 with T20, Weekend Peak
- »2024 With Dev - 2029 DS1, AM
- »2024 With Dev - 2029 DS1, PM
- »2024 With Dev - 2029 DS1, Weekend Peak
- »2024 With Dev - 2029 DS1 with T20, Weekend Peak

Summary of junction performance

	AM						PM						Weekend Peak					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024 With Dev - 2024 DS1																		
Stream B-C	D1	0.0	0.00	0.00	A	15 % [Stream D-ABC]	D2	0.0	7.30	0.01	A	22 % [Stream D-ABC]	D3	0.1	7.54	0.07	A	48 % [Stream B-AD]
Stream B-AD		0.0	0.00	0.00	A			0.0	16.43	0.01	C			0.0	14.39	0.02	B	
Stream A-BCD		0.0	6.86	0.00	A			0.0	7.53	0.01	A			0.0	6.63	0.01	A	
Stream D-ABC		0.4	22.74	0.27	C			0.2	20.15	0.14	C			0.1	14.96	0.09	B	
Stream C-ABD		0.0	7.33	0.01	A			0.0	6.62	0.01	A			0.1	6.99	0.09	A	
2024 With Dev - 2024 DS1 with T20																		
Stream B-C													D4	0.0	7.36	0.05	A	21 % [Stream B-AD]
Stream B-AD												0.0		19.95	0.02	C		
Stream A-BCD												0.0		6.63	0.01	A		
Stream D-ABC												0.1		14.92	0.09	B		
Stream C-ABD												0.8		11.38	0.45	B		
2024 With Dev - 2029 DS1																		
Stream B-C	D5	0.0	0.00	0.00	A	13 % [Stream D-ABC]	D6	0.0	7.36	0.01	A	20 % [Stream D-ABC]	D7	0.1	7.60	0.07	A	46 % [Stream B-AD]
Stream B-AD		0.0	0.00	0.00	A			0.0	16.91	0.01	C			0.0	14.71	0.02	B	
Stream A-BCD		0.0	6.92	0.00	A			0.0	7.60	0.01	A			0.0	6.68	0.01	A	
Stream D-ABC		0.4	23.70	0.28	C			0.2	20.85	0.15	C			0.1	15.28	0.09	C	
Stream C-ABD		0.0	7.41	0.01	A			0.0	6.67	0.01	A			0.1	7.04	0.10	A	
2024 With Dev - 2029 DS1 with T20																		
Stream B-C													D8	0.0	7.41	0.05	A	19 % [Stream B-AD]
Stream B-AD												0.0		20.56	0.02	C		
Stream A-BCD												0.0		6.68	0.01	A		
Stream D-ABC												0.1		15.25	0.09	C		
Stream C-ABD												0.8		11.51	0.45	B		

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

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

File summary

File Description

Title	Stanifield Lane 4-arm Site Access
Location	Farington
Site number	1

Date	21/09/2021
Version	
Status	Proposed Access
Identifier	
Client	LCC, LCCC, Eric Wright Construction
Jobnumber	70082141
Enumerator	CORPIUKHGB002
Description	Layout from DWG - FCR-WSP-ZZ-XX-DR-C-0011 Rev A Flows from

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

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	2024 DS1	AM	ONE HOUR	07:00	08:30	15	✓
D2	2024 DS1	PM	ONE HOUR	16:00	17:30	15	✓
D3	2024 DS1	Weekend Peak	ONE HOUR	12:30	14:00	15	✓
D4	2024 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓
D5	2029 DS1	AM	ONE HOUR	07:00	08:30	15	✓
D6	2029 DS1	PM	ONE HOUR	16:00	17:30	15	✓
D7	2029 DS1	Weekend Peak	ONE HOUR	12:30	14:00	15	✓
D8	2029 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2024 With Dev	✓	100.000	100.000

2024 With Dev - 2024 DS1, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanfield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Stream D-ABC	0.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stanfield Lane S		Major
B	Site Access		Minor
C	Stanfield Lane N		Major
D	Lancaster Central Residential Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.30		✓	3.50	140.0	✓	6.00
C	7.30		✓	3.50	170.0	✓	6.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	70	60
D	One lane	3.65			0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	748	-	-	-	0.273	0.273	0.273	-	0.273	-	-
B-AD	557	0.096	0.242	-	-	-	0.152	0.345	0.152	0.096	0.242
B-C	695	0.100	0.254	-	-	-	-	-	-	0.100	0.254
C-B	768	0.281	0.281	-	-	-	-	-	-	0.281	0.281
D-A	665	-	-	-	0.243	0.096	0.243	-	0.096	-	-
D-BC	509	0.139	0.139	0.316	0.221	0.087	0.221	-	0.087	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 DS1	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	837	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	738	100.000
D		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	835	2
	B	0	0	0	0
	C	718	3	0	17
	D	6	0	48	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	6.86	0.0	A	2	3
A-B					0	0
A-C					766	1149
D-ABC	0.27	22.74	0.4	C	50	74
C-ABD	0.01	7.33	0.0	A	3	4
C-D					16	23
C-A					659	988

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	526	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	311	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	596	0.003	1	0.0	0.0	6.050	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	41	10	316	0.129	40	0.0	0.1	13.033	B
C-ABD	2	0.56	581	0.004	2	0.0	0.0	6.219	A
C-D	13	3			13				

C-A	541	135			541				
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07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	493	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	263	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	567	0.003	2	0.0	0.0	6.367	A
A-B	0	0			0				
A-C	751	188			751				
D-ABC	49	12	275	0.177	48	0.1	0.2	15.879	C
C-ABD	3	0.67	545	0.005	3	0.0	0.0	6.641	A
C-D	15	4			15				
C-A	645	161			645				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	448	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	197	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	527	0.004	2	0.0	0.0	6.865	A
A-B	0	0			0				
A-C	919	230			919				
D-ABC	59	15	218	0.273	59	0.2	0.4	22.571	C
C-ABD	3	0.83	495	0.007	3	0.0	0.0	7.327	A
C-D	19	5			19				
C-A	791	198			791				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	448	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	197	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	527	0.004	2	0.0	0.0	6.865	A
A-B	0	0			0				
A-C	919	230			919				
D-ABC	59	15	218	0.273	59	0.4	0.4	22.735	C
C-ABD	3	0.83	494	0.007	3	0.0	0.0	7.329	A
C-D	19	5			19				
C-A	791	198			791				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	493	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	263	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	567	0.003	2	0.0	0.0	6.367	A
A-B	0	0			0				
A-C	751	188			751				
D-ABC	49	12	275	0.177	49	0.4	0.2	15.993	C
C-ABD	3	0.67	544	0.005	3	0.0	0.0	6.646	A
C-D	15	4			15				
C-A	645	161			645				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	526	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	311	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	596	0.003	2	0.0	0.0	6.052	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	41	10	316	0.129	41	0.2	0.2	13.116	B
C-ABD	2	0.56	581	0.004	2	0.0	0.0	6.224	A
C-D	13	3			13				
C-A	541	135			541				

2024 With Dev - 2024 DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	Stream D-ABC	0.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 DS1	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	684	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	883	100.000
D		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	679	5
	B	1	0	4	0
	C	836	6	0	41
	D	3	0	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.30	0.0	A	4	6
B-AD	0.01	16.43	0.0	C	0.92	1
A-BCD	0.01	7.53	0.0	A	5	7
A-B					0	0
A-C					623	935
D-ABC	0.14	20.15	0.2	C	25	37
C-ABD	0.01	6.62	0.0	A	6	8
C-D					38	56
C-A					767	1151

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	560	0.005	3	0.0	0.0	6.461	A
B-AD	0.75	0.19	327	0.002	0.74	0.0	0.0	11.042	B
A-BCD	4	0.94	567	0.007	4	0.0	0.0	6.390	A
A-B	0	0			0				
A-C	511	128			511				
D-ABC	20	5	309	0.066	20	0.0	0.1	12.443	B
C-ABD	5	1	619	0.007	4	0.0	0.0	5.857	A
C-D	31	8			31				
C-A	629	157			629				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	534	0.007	4	0.0	0.0	6.788	A
B-AD	0.90	0.22	282	0.003	0.90	0.0	0.0	12.804	B
A-BCD	4	1	532	0.008	4	0.0	0.0	6.823	A
A-B	0	0			0				
A-C	610	153			610				
D-ABC	24	6	267	0.091	24	0.1	0.1	14.816	B
C-ABD	5	1	590	0.009	5	0.0	0.0	6.155	A
C-D	37	9			37				
C-A	752	188			752				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	498	0.009	4	0.0	0.0	7.299	A
B-AD	1	0.28	220	0.005	1	0.0	0.0	16.423	C
A-BCD	6	1	483	0.011	5	0.0	0.0	7.530	A
A-B	0	0			0				
A-C	748	187			748				
D-ABC	30	7	208	0.143	29	0.1	0.2	20.097	C
C-ABD	7	2	550	0.012	7	0.0	0.0	6.620	A
C-D	45	11			45				
C-A	920	230			920				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	497	0.009	4	0.0	0.0	7.300	A
B-AD	1	0.28	220	0.005	1	0.0	0.0	16.428	C
A-BCD	6	1	483	0.011	6	0.0	0.0	7.530	A
A-B	0	0			0				
A-C	748	187			748				
D-ABC	30	7	208	0.143	30	0.2	0.2	20.153	C
C-ABD	7	2	550	0.012	7	0.0	0.0	6.621	A
C-D	45	11			45				
C-A	920	230			920				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	534	0.007	4	0.0	0.0	6.792	A
B-AD	0.90	0.22	282	0.003	0.91	0.0	0.0	12.809	B
A-BCD	4	1	532	0.008	5	0.0	0.0	6.826	A
A-B	0	0			0				
A-C	610	153			610				
D-ABC	24	6	267	0.091	25	0.2	0.1	14.858	B
C-ABD	5	1	590	0.009	5	0.0	0.0	6.159	A
C-D	37	9			37				
C-A	752	188			752				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	560	0.005	3	0.0	0.0	6.462	A
B-AD	0.75	0.19	327	0.002	0.76	0.0	0.0	11.048	B
A-BCD	4	0.94	567	0.007	4	0.0	0.0	6.393	A
A-B	0	0			0				
A-C	511	128			511				
D-ABC	20	5	309	0.066	20	0.1	0.1	12.478	B
C-ABD	5	1	619	0.007	5	0.0	0.0	5.858	A
C-D	31	8			31				
C-A	629	157			629				

2024 With Dev - 2024 DS1, Weekend Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	48	Stream B-AD	0.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 DS1	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	626	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	714	100.000
D		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	621	3
	B	5	0	32	0
	C	639	49	0	26
	D	2	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.54	0.1	A	29	44
B-AD	0.02	14.39	0.0	B	5	7
A-BCD	0.01	6.63	0.0	A	3	4
A-B					2	3
A-C					570	855
D-ABC	0.09	14.96	0.1	B	20	30
C-ABD	0.09	6.99	0.1	A	45	67
C-D					24	36
C-A					586	880

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	571	0.042	24	0.0	0.0	6.584	A
B-AD	4	0.94	351	0.011	4	0.0	0.0	10.365	B
A-BCD	2	0.56	610	0.004	2	0.0	0.0	5.924	A
A-B	2	0.38			2				
A-C	468	117			468				
D-ABC	17	4	346	0.048	16	0.0	0.0	10.903	B
C-ABD	37	9	632	0.058	37	0.0	0.1	6.046	A
C-D	20	5			20				
C-A	481	120			481				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	546	0.053	29	0.0	0.1	6.955	A
B-AD	4	1	311	0.014	4	0.0	0.0	11.747	B
A-BCD	3	0.67	583	0.005	3	0.0	0.0	6.202	A
A-B	2	0.45			2				
A-C	558	140			558				
D-ABC	20	5	312	0.063	20	0.0	0.1	12.304	B
C-ABD	44	11	605	0.073	44	0.1	0.1	6.413	A
C-D	23	6			23				
C-A	574	144			574				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	512	0.069	35	0.1	0.1	7.542	A
B-AD	6	1	256	0.022	5	0.0	0.0	14.386	B
A-BCD	3	0.83	546	0.006	3	0.0	0.0	6.631	A
A-B	2	0.55			2				
A-C	684	171			684				
D-ABC	24	6	265	0.091	24	0.1	0.1	14.943	B
C-ABD	54	13	569	0.095	54	0.1	0.1	6.988	A
C-D	29	7			29				
C-A	704	176			704				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	512	0.069	35	0.1	0.1	7.542	A
B-AD	6	1	256	0.022	6	0.0	0.0	14.393	B
A-BCD	3	0.83	546	0.006	3	0.0	0.0	6.631	A
A-B	2	0.55			2				
A-C	684	171			684				
D-ABC	24	6	265	0.091	24	0.1	0.1	14.958	B
C-ABD	54	13	569	0.095	54	0.1	0.1	6.991	A
C-D	29	7			29				
C-A	704	176			704				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	546	0.053	29	0.1	0.1	6.958	A
B-AD	4	1	311	0.014	5	0.0	0.0	11.756	B
A-BCD	3	0.67	583	0.005	3	0.0	0.0	6.202	A
A-B	2	0.45			2				
A-C	558	140			558				
D-ABC	20	5	312	0.063	20	0.1	0.1	12.322	B
C-ABD	44	11	605	0.073	44	0.1	0.1	6.418	A
C-D	23	6			23				
C-A	574	144			574				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	570	0.042	24	0.1	0.0	6.588	A
B-AD	4	0.94	351	0.011	4	0.0	0.0	10.375	B
A-BCD	2	0.56	610	0.004	2	0.0	0.0	5.926	A
A-B	2	0.38			2				
A-C	468	117			468				
D-ABC	17	4	346	0.048	17	0.1	0.1	10.924	B
C-ABD	37	9	632	0.058	37	0.1	0.1	6.055	A
C-D	20	5			20				
C-A	481	120			481				

2024 With Dev - 2024 DS1 with T20, Weekend Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-AD	2.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	624	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	898	100.000
D		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	621	3
	B	4	0	21	0
	C	639	233	0	26
	D	2	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.36	0.0	A	19	29
B-AD	0.02	19.95	0.0	C	4	6
A-BCD	0.01	6.63	0.0	A	3	4
A-B					0	0
A-C					570	855
D-ABC	0.09	14.92	0.1	B	20	30
C-ABD	0.45	11.38	0.8	B	215	322
C-D					24	36
C-A					585	878

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	571	0.028	16	0.0	0.0	6.482	A
B-AD	3	0.75	303	0.010	3	0.0	0.0	11.986	B
A-BCD	2	0.56	610	0.004	2	0.0	0.0	5.922	A
A-B	0	0			0				
A-C	468	117			468				
D-ABC	17	4	347	0.048	16	0.0	0.0	10.891	B
C-ABD	175	44	632	0.277	174	0.0	0.4	7.828	A
C-D	20	5			20				
C-A	481	120			481				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	546	0.035	19	0.0	0.0	6.822	A
B-AD	4	0.90	254	0.014	4	0.0	0.0	14.403	B
A-BCD	3	0.67	583	0.005	3	0.0	0.0	6.199	A
A-B	0	0			0				
A-C	558	140			558				
D-ABC	20	5	313	0.063	20	0.0	0.1	12.285	B
C-ABD	210	52	607	0.346	209	0.4	0.5	9.042	A
C-D	23	6			23				
C-A	574	144			574				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	512	0.045	23	0.0	0.0	7.356	A
B-AD	4	1	185	0.024	4	0.0	0.0	19.893	C
A-BCD	3	0.83	546	0.006	3	0.0	0.0	6.628	A
A-B	0	0			0				
A-C	684	171			684				
D-ABC	24	6	265	0.091	24	0.1	0.1	14.909	B
C-ABD	259	65	576	0.450	258	0.5	0.8	11.301	B
C-D	29	7			29				
C-A	701	175			701				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	512	0.045	23	0.0	0.0	7.357	A
B-AD	4	1	185	0.024	4	0.0	0.0	19.948	C
A-BCD	3	0.83	546	0.006	3	0.0	0.0	6.628	A
A-B	0	0			0				
A-C	684	171			684				

D-ABC	24	6	265	0.091	24	0.1	0.1	14.925	B
C-ABD	259	65	576	0.451	259	0.8	0.8	11.380	B
C-D	29	7			29				
C-A	701	175			701				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	546	0.035	19	0.0	0.0	6.824	A
B-AD	4	0.90	253	0.014	4	0.0	0.0	14.445	B
A-BCD	3	0.67	583	0.005	3	0.0	0.0	6.199	A
A-B	0	0			0				
A-C	558	140			558				
D-ABC	20	5	313	0.063	20	0.1	0.1	12.301	B
C-ABD	210	52	607	0.346	211	0.8	0.5	9.119	A
C-D	23	6			23				
C-A	574	144			574				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	571	0.028	16	0.0	0.0	6.487	A
B-AD	3	0.75	302	0.010	3	0.0	0.0	12.022	B
A-BCD	2	0.56	610	0.004	2	0.0	0.0	5.924	A
A-B	0	0			0				
A-C	468	117			468				
D-ABC	17	4	347	0.048	17	0.1	0.1	10.910	B
C-ABD	175	44	632	0.278	176	0.5	0.4	7.902	A
C-D	20	5			20				
C-A	481	120			481				

2024 With Dev - 2029 DS1, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream D-ABC	0.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 DS1	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	854	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	753	100.000
D		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	852	2
	B	0	0	0	0
	C	733	3	0	17
	D	6	0	48	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	6.92	0.0	A	2	3
A-B					0	0
A-C					782	1173
D-ABC	0.28	23.70	0.4	C	50	74
C-ABD	0.01	7.41	0.0	A	3	4
C-D					16	23
C-A					673	1009

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	306	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	593	0.003	1	0.0	0.0	6.081	A
A-B	0	0			0				
A-C	641	160			641				
D-ABC	41	10	311	0.131	40	0.0	0.1	13.241	B
C-ABD	2	0.56	577	0.004	2	0.0	0.0	6.258	A
C-D	13	3			13				
C-A	552	138			552				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	489	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	563	0.003	2	0.0	0.0	6.409	A
A-B	0	0			0				
A-C	766	191			766				
D-ABC	49	12	270	0.180	48	0.1	0.2	16.242	C
C-ABD	3	0.67	540	0.005	3	0.0	0.0	6.694	A
C-D	15	4			15				
C-A	659	165			659				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	443	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	190	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	522	0.004	2	0.0	0.0	6.924	A
A-B	0	0			0				
A-C	938	235			938				
D-ABC	59	15	211	0.281	59	0.2	0.4	23.498	C
C-ABD	3	0.83	489	0.007	3	0.0	0.0	7.406	A
C-D	19	5			19				
C-A	807	202			807				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	443	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	190	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	522	0.004	2	0.0	0.0	6.924	A
A-B	0	0			0				
A-C	938	235			938				
D-ABC	59	15	211	0.281	59	0.4	0.4	23.696	C
C-ABD	3	0.83	489	0.007	3	0.0	0.0	7.408	A
C-D	19	5			19				
C-A	807	202			807				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	489	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	563	0.003	2	0.0	0.0	6.409	A
A-B	0	0			0				
A-C	766	191			766				
D-ABC	49	12	270	0.180	49	0.4	0.2	16.376	C
C-ABD	3	0.67	540	0.005	3	0.0	0.0	6.697	A
C-D	15	4			15				
C-A	659	165			659				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	306	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	593	0.003	2	0.0	0.0	6.084	A
A-B	0	0			0				
A-C	641	160			641				
D-ABC	41	10	311	0.131	41	0.2	0.2	13.324	B
C-ABD	2	0.56	577	0.004	2	0.0	0.0	6.260	A
C-D	13	3			13				
C-A	552	138			552				

2024 With Dev - 2029 DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Stream D-ABC	0.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 DS1	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	698	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	898	100.000
D		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	693	5
	B	1	0	4	0
	C	851	6	0	41
	D	3	0	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.36	0.0	A	4	6
B-AD	0.01	16.91	0.0	C	0.92	1
A-BCD	0.01	7.60	0.0	A	5	7
A-B					0	0
A-C					636	954
D-ABC	0.15	20.85	0.2	C	25	37
C-ABD	0.01	6.67	0.0	A	6	8
C-D					38	56
C-A					781	1171

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	557	0.005	3	0.0	0.0	6.492	A
B-AD	0.75	0.19	322	0.002	0.74	0.0	0.0	11.189	B
A-BCD	4	0.94	564	0.007	4	0.0	0.0	6.425	A
A-B	0	0			0				
A-C	522	130			522				
D-ABC	20	5	305	0.067	20	0.0	0.1	12.618	B
C-ABD	5	1	616	0.007	4	0.0	0.0	5.885	A
C-D	31	8			31				
C-A	641	160			641				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	531	0.007	4	0.0	0.0	6.829	A
B-AD	0.90	0.22	277	0.003	0.90	0.0	0.0	13.040	B
A-BCD	4	1	528	0.009	4	0.0	0.0	6.871	A
A-B	0	0			0				
A-C	623	156			623				
D-ABC	24	6	262	0.093	24	0.1	0.1	15.111	C
C-ABD	5	1	587	0.009	5	0.0	0.0	6.192	A
C-D	37	9			37				
C-A	765	191			765				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	494	0.009	4	0.0	0.0	7.358	A
B-AD	1	0.28	214	0.005	1	0.0	0.0	16.905	C
A-BCD	6	1	479	0.011	5	0.0	0.0	7.602	A
A-B	0	0			0				
A-C	763	191			763				
D-ABC	30	7	202	0.147	29	0.1	0.2	20.784	C
C-ABD	7	2	546	0.012	7	0.0	0.0	6.673	A
C-D	45	11			45				
C-A	937	234			937				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	494	0.009	4	0.0	0.0	7.359	A
B-AD	1	0.28	214	0.005	1	0.0	0.0	16.910	C
A-BCD	6	1	479	0.011	6	0.0	0.0	7.602	A
A-B	0	0			0				
A-C	763	191			763				
D-ABC	30	7	202	0.147	30	0.2	0.2	20.848	C
C-ABD	7	2	546	0.012	7	0.0	0.0	6.674	A
C-D	45	11			45				
C-A	937	234			937				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	531	0.007	4	0.0	0.0	6.831	A
B-AD	0.90	0.22	277	0.003	0.91	0.0	0.0	13.045	B
A-BCD	4	1	528	0.009	5	0.0	0.0	6.872	A
A-B	0	0			0				
A-C	623	156			623				
D-ABC	24	6	262	0.093	25	0.2	0.1	15.163	C
C-ABD	5	1	587	0.009	5	0.0	0.0	6.196	A
C-D	37	9			37				
C-A	765	191			765				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	557	0.005	3	0.0	0.0	6.494	A
B-AD	0.75	0.19	322	0.002	0.76	0.0	0.0	11.193	B
A-BCD	4	0.94	564	0.007	4	0.0	0.0	6.425	A
A-B	0	0			0				
A-C	522	130			522				
D-ABC	20	5	305	0.067	20	0.1	0.1	12.651	B
C-ABD	5	1	616	0.007	5	0.0	0.0	5.886	A
C-D	31	8			31				
C-A	641	160			641				

2024 With Dev - 2029 DS1, Weekend Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	46	Stream B-AD	0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 DS1	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	638	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	727	100.000
D		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	633	3
	B	5	0	32	0
	C	652	49	0	26
	D	2	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.60	0.1	A	29	44
B-AD	0.02	14.71	0.0	B	5	7
A-BCD	0.01	6.68	0.0	A	3	4
A-B					2	3
A-C					581	871
D-ABC	0.09	15.28	0.1	C	20	30
C-ABD	0.10	7.04	0.1	A	45	67
C-D					24	36
C-A					598	897

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	568	0.042	24	0.0	0.0	6.612	A
B-AD	4	0.94	347	0.011	4	0.0	0.0	10.476	B
A-BCD	2	0.56	607	0.004	2	0.0	0.0	5.950	A
A-B	2	0.38			2				
A-C	477	119			477				
D-ABC	17	4	343	0.048	16	0.0	0.1	11.019	B
C-ABD	37	9	629	0.059	37	0.0	0.1	6.072	A
C-D	20	5			20				
C-A	491	123			491				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	543	0.053	29	0.0	0.1	6.993	A
B-AD	4	1	307	0.015	4	0.0	0.0	11.918	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.236	A
A-B	2	0.45			2				
A-C	569	142			569				
D-ABC	20	5	308	0.064	20	0.1	0.1	12.479	B
C-ABD	44	11	602	0.073	44	0.1	0.1	6.448	A
C-D	23	6			23				
C-A	586	147			586				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	509	0.069	35	0.1	0.1	7.596	A
B-AD	6	1	250	0.022	5	0.0	0.0	14.702	B
A-BCD	3	0.83	542	0.006	3	0.0	0.0	6.679	A
A-B	2	0.55			2				
A-C	697	174			697				
D-ABC	24	6	260	0.093	24	0.1	0.1	15.265	C
C-ABD	54	13	565	0.095	54	0.1	0.1	7.038	A
C-D	29	7			29				
C-A	718	179			718				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	509	0.069	35	0.1	0.1	7.596	A
B-AD	6	1	250	0.022	6	0.0	0.0	14.709	B
A-BCD	3	0.83	542	0.006	3	0.0	0.0	6.680	A
A-B	2	0.55			2				
A-C	697	174			697				
D-ABC	24	6	260	0.093	24	0.1	0.1	15.280	C
C-ABD	54	13	565	0.095	54	0.1	0.1	7.041	A
C-D	29	7			29				
C-A	718	179			718				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	543	0.053	29	0.1	0.1	6.996	A
B-AD	4	1	306	0.015	5	0.0	0.0	11.927	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.236	A
A-B	2	0.45			2				
A-C	569	142			569				
D-ABC	20	5	308	0.064	20	0.1	0.1	12.498	B
C-ABD	44	11	602	0.073	44	0.1	0.1	6.453	A
C-D	23	6			23				
C-A	586	147			586				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	568	0.042	24	0.1	0.0	6.616	A
B-AD	4	0.94	347	0.011	4	0.0	0.0	10.484	B
A-BCD	2	0.56	607	0.004	2	0.0	0.0	5.953	A
A-B	2	0.38			2				
A-C	477	119			477				
D-ABC	17	4	343	0.048	17	0.1	0.1	11.039	B
C-ABD	37	9	629	0.059	37	0.1	0.1	6.081	A
C-D	20	5			20				
C-A	491	123			491				

2024 With Dev - 2029 DS1 with T20, Weekend Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-AD	2.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	636	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	911	100.000
D		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	633	3
	B	4	0	21	0
	C	652	233	0	26
	D	2	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.41	0.0	A	19	29
B-AD	0.02	20.56	0.0	C	4	6
A-BCD	0.01	6.68	0.0	A	3	4
A-B					0	0
A-C					581	871
D-ABC	0.09	15.25	0.1	C	20	30
C-ABD	0.45	11.51	0.8	B	215	322
C-D					24	36
C-A					597	896

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	569	0.028	16	0.0	0.0	6.509	A
B-AD	3	0.75	300	0.010	3	0.0	0.0	12.135	B
A-BCD	2	0.56	607	0.004	2	0.0	0.0	5.948	A
A-B	0	0			0				
A-C	477	119			477				
D-ABC	17	4	343	0.048	16	0.0	0.1	11.006	B
C-ABD	175	44	630	0.279	174	0.0	0.4	7.871	A
C-D	20	5			20				
C-A	491	123			491				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	544	0.035	19	0.0	0.0	6.858	A
B-AD	4	0.90	249	0.014	4	0.0	0.0	14.661	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.233	A
A-B	0	0			0				
A-C	569	142			569				
D-ABC	20	5	309	0.064	20	0.1	0.1	12.460	B
C-ABD	210	52	604	0.347	209	0.4	0.5	9.109	A
C-D	23	6			23				
C-A	586	146			586				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	509	0.045	23	0.0	0.0	7.408	A
B-AD	4	1	180	0.024	4	0.0	0.0	20.503	C
A-BCD	3	0.83	542	0.006	3	0.0	0.0	6.676	A
A-B	0	0			0				
A-C	697	174			697				
D-ABC	24	6	260	0.093	24	0.1	0.1	15.229	C
C-ABD	259	65	572	0.453	258	0.5	0.8	11.426	B
C-D	29	7			29				
C-A	715	179			715				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	509	0.045	23	0.0	0.0	7.409	A
B-AD	4	1	179	0.025	4	0.0	0.0	20.561	C
A-BCD	3	0.83	542	0.006	3	0.0	0.0	6.676	A
A-B	0	0			0				
A-C	697	174			697				

D-ABC	24	6	260	0.093	24	0.1	0.1	15.245	C
C-ABD	259	65	572	0.453	259	0.8	0.8	11.508	B
C-D	29	7			29				
C-A	715	179			715				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	544	0.035	19	0.0	0.0	6.863	A
B-AD	4	0.90	248	0.014	4	0.0	0.0	14.705	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.236	A
A-B	0	0			0				
A-C	569	142			569				
D-ABC	20	5	309	0.064	20	0.1	0.1	12.479	B
C-ABD	210	52	604	0.348	211	0.8	0.5	9.190	A
C-D	23	6			23				
C-A	586	146			586				

13:45 - 14:00

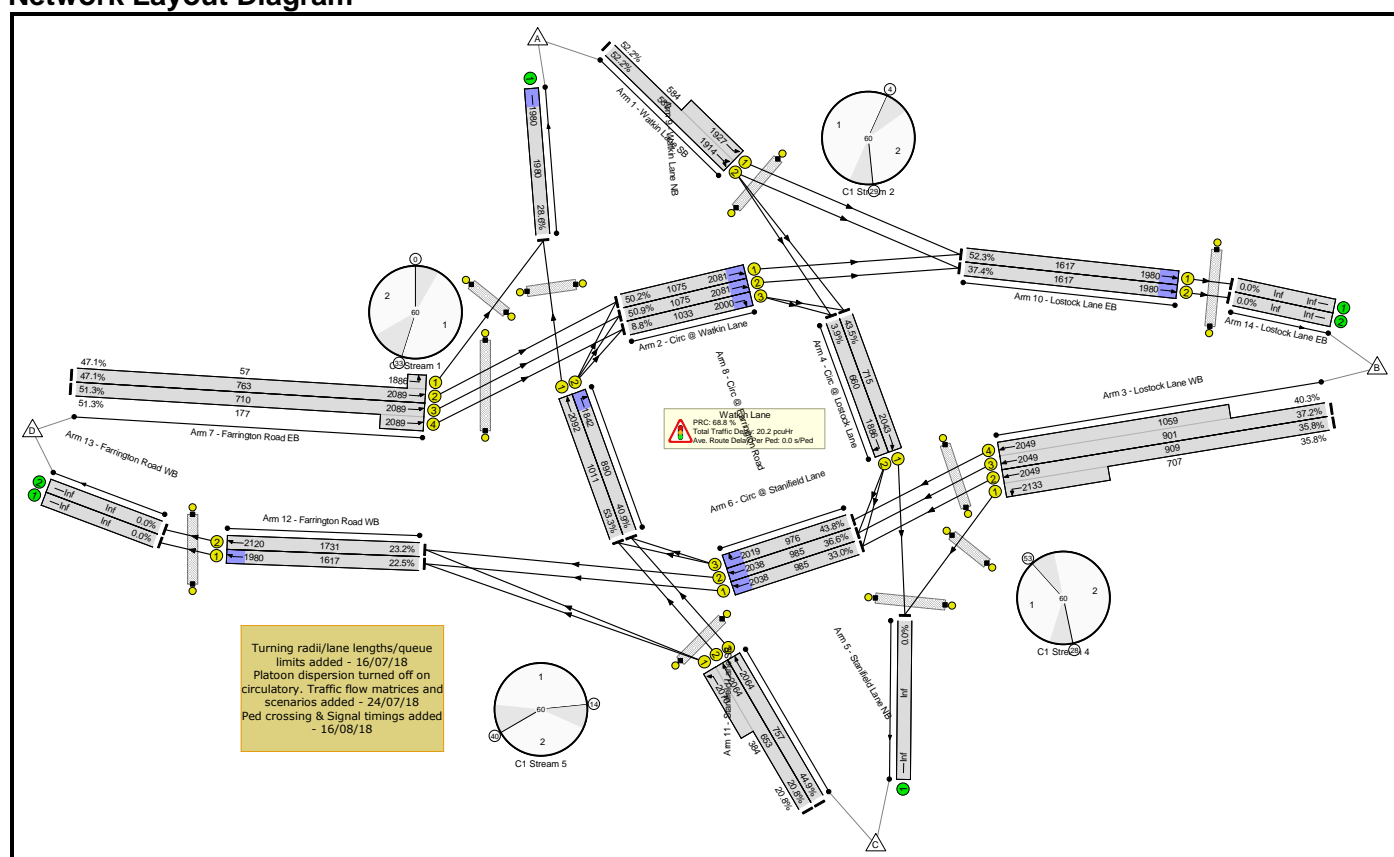
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	568	0.028	16	0.0	0.0	6.516	A
B-AD	3	0.75	299	0.010	3	0.0	0.0	12.174	B
A-BCD	2	0.56	607	0.004	2	0.0	0.0	5.951	A
A-B	0	0			0				
A-C	477	119			477				
D-ABC	17	4	343	0.048	17	0.1	0.1	11.027	B
C-ABD	175	44	630	0.279	176	0.5	0.4	7.946	A
C-D	20	5			20				
C-A	491	123			491				

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	A582
Title:	Stanfield Lane Roundabout
Location:	
Additional detail:	Model provided by Richard Askew (LCCC), previously used for A582 dualling application. Flows have been updated for Farington scenarios
File name:	J12 Stanfield Lane-A582_WSP_v1.lsg3x
Author:	
Company:	LCC
Address:	

Scenario 1: 'Sat 2016' (FG3: 'Sat 2016', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	53.3%	0	0	0	20.2	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	53.3%	0	0	0	20.2	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	20	-	609	1914:1927	582+584	52.2 : 52.2%	-	-	-	3.1	18.3	4.4
2/1	Circ @ Watkin Lane Ahead	U	D		1	30	-	540	2081	1075	50.2%	-	-	-	0.5	3.1	3.0
2/2	Circ @ Watkin Lane Ahead	U	D		1	30	-	547	2081	1075	50.9%	-	-	-	0.5	3.1	3.0
2/3	Circ @ Watkin Lane Right	U	D		1	30	-	91	2000	1033	8.8%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	30	-	578	2049:2133	909+707	35.8 : 35.8%	-	-	-	1.6	9.9	3.3
3/3+3/4	Lostock Lane WB Ahead	U	M		1	30	-	762	2049:2049	901+1059	37.2 : 40.3%	-	-	-	2.1	10.2	4.6
4/1	Circ @ Lostock Lane Ahead	U	L		1	20	-	311	2043	715	43.5%	-	-	-	1.2	13.7	4.1
4/2	Circ @ Lostock Lane Right	U	L		1	20	-	26	1886	660	3.9%	-	-	-	0.1	13.4	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	21	-	216	2064:2070	653+384	20.8 : 20.8%	-	-	-	0.9	15.0	1.6
5/3	Stanifield Lane NB Ahead	U	P		1	21	-	340	2064	757	44.9%	-	-	-	1.8	18.7	4.7
6/1	Circ @ Stanifield Lane Ahead	U	O		1	28	-	325	2038	985	33.0%	-	-	-	0.7	7.5	1.8
6/2	Circ @ Stanifield Lane Ahead	U	O		1	28	-	361	2038	985	36.6%	-	-	-	0.8	7.7	2.3

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	28	-	427	2019	976	43.8%	-	-	-	0.9	7.7	2.4
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	22	-	386	2089:1886	763+57	47.1 : 47.1%	-	-	-	1.9	17.9	5.0
7/3+7/4	Farrington Road EB Ahead	U	B		1	22	-	455	2089:2089	710+177	51.3 : 51.3%	-	-	-	2.2	17.6	5.0
8/1	Circ @ Farrington Road Ahead	U	A		1	28	-	539	2092	1011	53.3%	-	-	-	0.7	4.8	2.7
8/2	Circ @ Farrington Road Right	U	A		1	28	-	364	1842	890	40.9%	-	-	-	0.9	9.2	1.7
9/1	Watkin Lane NB	U	-		-	-	-	566	1980	1980	28.6%	-	-	-	0.2	1.3	0.2
10/1	Lostock Lane EB Ahead	U	U		1	48	-	845	1980	1617	52.3%	-	-	-	0.1	0.5	0.9
10/2	Lostock Lane EB Ahead	U	U		1	48	-	605	1980	1617	37.4%	-	-	-	0.0	0.1	0.2
12/1	Farrington Road WB Ahead	U	J		1	48	-	364	1980	1617	22.5%	-	-	-	0.0	0.1	0.1
12/2	Farrington Road WB Ahead	U	J		1	48	-	402	2120	1731	23.2%	-	-	-	0.0	0.1	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

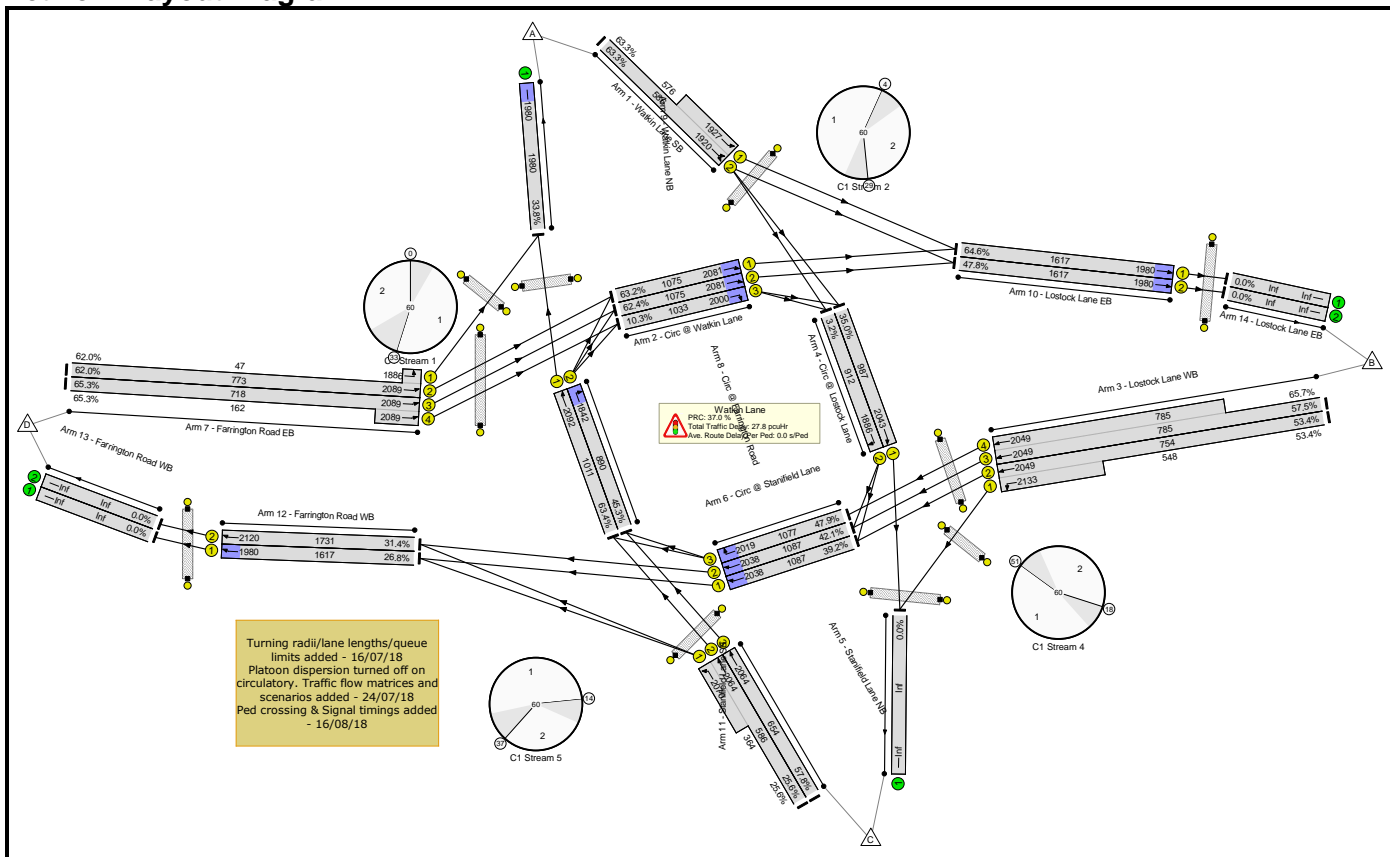
Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		68.8		Total Delay for Signalled Lanes (pcuHr)		5.79		Cycle Time (s)		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		72.3		Total Delay for Signalled Lanes (pcuHr)		4.02		Cycle Time (s)		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		287.6		Total Delay for Signalled Lanes (pcuHr)		0.02		Cycle Time (s)		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		106.9		Total Delay for Signalled Lanes (pcuHr)		5.02		Cycle Time (s)		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		100.3		Total Delay for Signalled Lanes (pcuHr)		5.04		Cycle Time (s)		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		72.2		Total Delay for Signalled Lanes (pcuHr)		0.13		Cycle Time (s)		60				
			PRC Over All Lanes (%)		68.8		Total Delay Over All Lanes(pcuHr)		20.22								

Basic Results Summary

Scenario 2: 'Sat 2024 DM1' (FG6: 'Sat 2024 DM1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	65.7%	0	0	0	27.8	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	65.7%	0	0	0	27.8	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	20	-	736	1920:1927	586+576	63.3 : 63.3%	-	-	-	4.1	19.9	5.8
2/1	Circ @ Watkin Lane Ahead	U	D		1	30	-	680	2081	1075	63.2%	-	-	-	0.6	3.0	3.3
2/2	Circ @ Watkin Lane Ahead	U	D		1	30	-	671	2081	1075	62.4%	-	-	-	0.6	3.1	3.4
2/3	Circ @ Watkin Lane Right	U	D		1	30	-	106	2000	1033	10.3%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	696	2049:2133	754+548	53.4 : 53.4%	-	-	-	3.2	16.8	5.7
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	968	2049:2049	785+785	57.5 : 65.7%	-	-	-	4.8	17.9	7.8
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	346	2043	987	35.0%	-	-	-	0.7	7.2	4.3
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	29	1886	912	3.2%	-	-	-	0.0	3.9	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	18	-	243	2064:2070	586+364	25.6 : 25.6%	-	-	-	1.2	17.5	2.0
5/3	Stanifield Lane NB Ahead	U	P		1	18	-	378	2064	654	57.8%	-	-	-	2.5	23.7	5.9
6/1	Circ @ Stanifield Lane Ahead	U	O		1	31	-	426	2038	1087	39.2%	-	-	-	0.5	4.6	1.5
6/2	Circ @ Stanifield Lane Ahead	U	O		1	31	-	458	2038	1087	42.1%	-	-	-	0.5	4.2	1.4

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	31	-	516	2019	1077	47.9%	-	-	-	0.6	4.1	1.4
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	22	-	508	2089:1886	773+47	62.0 : 62.0%	-	-	-	2.9	20.6	7.5
7/3+7/4	Farrington Road EB Ahead	U	B		1	22	-	575	2089:2089	718+162	65.3 : 65.3%	-	-	-	3.2	20.2	7.4
8/1	Circ @ Farrington Road Ahead	U	A		1	28	-	641	2092	1011	63.4%	-	-	-	0.6	3.1	1.8
8/2	Circ @ Farrington Road Right	U	A		1	28	-	403	1842	890	45.3%	-	-	-	1.3	11.7	2.2
9/1	Watkin Lane NB	U	-		-	-	-	670	1980	1980	33.8%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1045	1980	1617	64.6%	-	-	-	0.1	0.5	1.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	773	1980	1617	47.8%	-	-	-	0.0	0.2	0.3
12/1	Farrington Road WB Ahead	U	J		1	48	-	434	1980	1617	26.8%	-	-	-	0.0	0.0	0.0
12/2	Farrington Road WB Ahead	U	J		1	48	-	543	2120	1731	31.4%	-	-	-	0.0	0.2	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

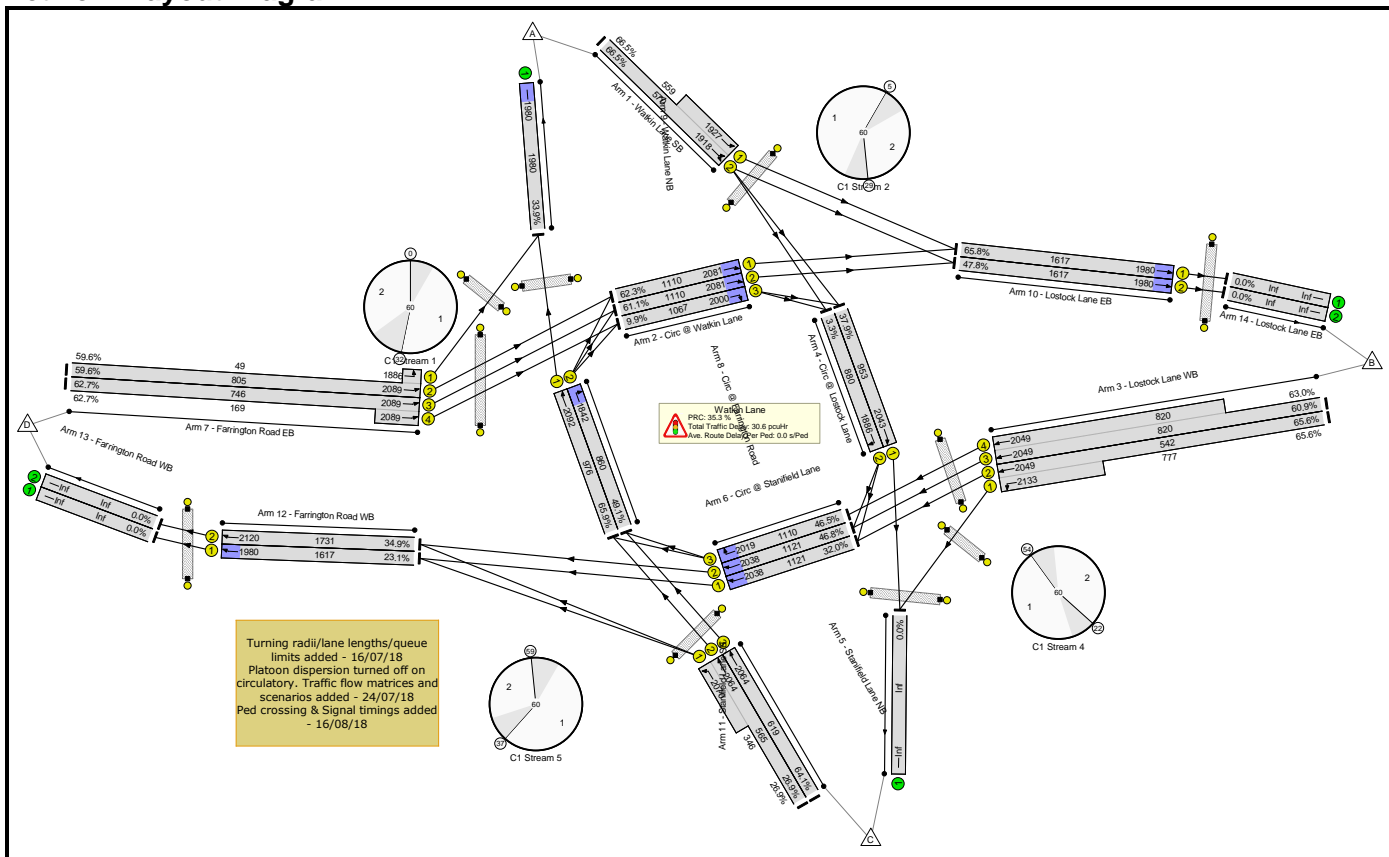
Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		37.7		Total Delay for Signalled Lanes (pcuHr):		8.00		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		42.1		Total Delay for Signalled Lanes (pcuHr):		5.21		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		187.0		Total Delay for Signalled Lanes (pcuHr):		0.03		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		37.0		Total Delay for Signalled Lanes (pcuHr):		8.79		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		55.6		Total Delay for Signalled Lanes (pcuHr):		5.33		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		39.3		Total Delay for Signalled Lanes (pcuHr):		0.17		Cycle Time (s):		60				
			PRC Over All Lanes (%):		37.0		Total Delay Over All Lanes(pcuHr):		27.79								

Basic Results Summary

Scenario 3: 'Sat 2024 DS1 T20' (FG9: 'Sat 2024 DS1 T20', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	66.5%	0	0	0	30.6	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	66.5%	0	0	0	30.6	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	19	-	751	1918:1927	570+559	66.5 : 66.5%	-	-	-	4.4	21.3	6.1
2/1	Circ @ Watkin Lane Ahead	U	D		1	31	-	692	2081	1110	62.3%	-	-	-	1.2	6.4	3.5
2/2	Circ @ Watkin Lane Ahead	U	D		1	31	-	678	2081	1110	61.1%	-	-	-	1.2	6.6	3.5
2/3	Circ @ Watkin Lane Right	U	D		1	31	-	106	2000	1067	9.9%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	23	-	866	2049:2133	542+777	65.6 : 65.6%	-	-	-	4.3	17.7	7.6
3/3+3/4	Lostock Lane WB Ahead	U	M		1	23	-	1015	2049:2049	820+820	60.9 : 63.0%	-	-	-	4.9	17.2	7.7
4/1	Circ @ Lostock Lane Ahead	U	L		1	27	-	361	2043	953	37.9%	-	-	-	0.9	8.9	4.7
4/2	Circ @ Lostock Lane Right	U	L		1	27	-	29	1886	880	3.3%	-	-	-	0.1	6.3	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	17	-	245	2064:2070	565+346	26.9 : 26.9%	-	-	-	1.3	18.4	2.1
5/3	Stanifield Lane NB Ahead	U	P		1	17	-	397	2064	619	64.1%	-	-	-	2.9	26.2	6.6
6/1	Circ @ Stanifield Lane Ahead	U	O		1	32	-	359	2038	1121	32.0%	-	-	-	0.0	0.0	0.0
6/2	Circ @ Stanifield Lane Ahead	U	O		1	32	-	525	2038	1121	46.8%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	32	-	516	2019	1110	46.5%	-	-	-	0.0	0.1	0.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	509	2089:1886	805+49	59.6 : 59.6%	-	-	-	2.7	19.2	7.1
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	574	2089:2089	746+169	62.7 : 62.7%	-	-	-	3.0	18.8	7.1
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	643	2092	976	65.9%	-	-	-	0.8	4.5	2.8
8/2	Circ @ Farrington Road Right	U	A		1	27	-	422	1842	860	49.1%	-	-	-	2.4	20.5	7.3
9/1	Watkin Lane NB	U	-		-	-	-	672	1980	1980	33.9%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1064	1980	1617	65.8%	-	-	-	0.2	0.6	1.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	773	1980	1617	47.8%	-	-	-	0.0	0.2	0.3
12/1	Farrington Road WB Ahead	U	J		1	48	-	373	1980	1617	23.1%	-	-	-	0.0	0.0	0.0
12/2	Farrington Road WB Ahead	U	J		1	48	-	604	2120	1731	34.9%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

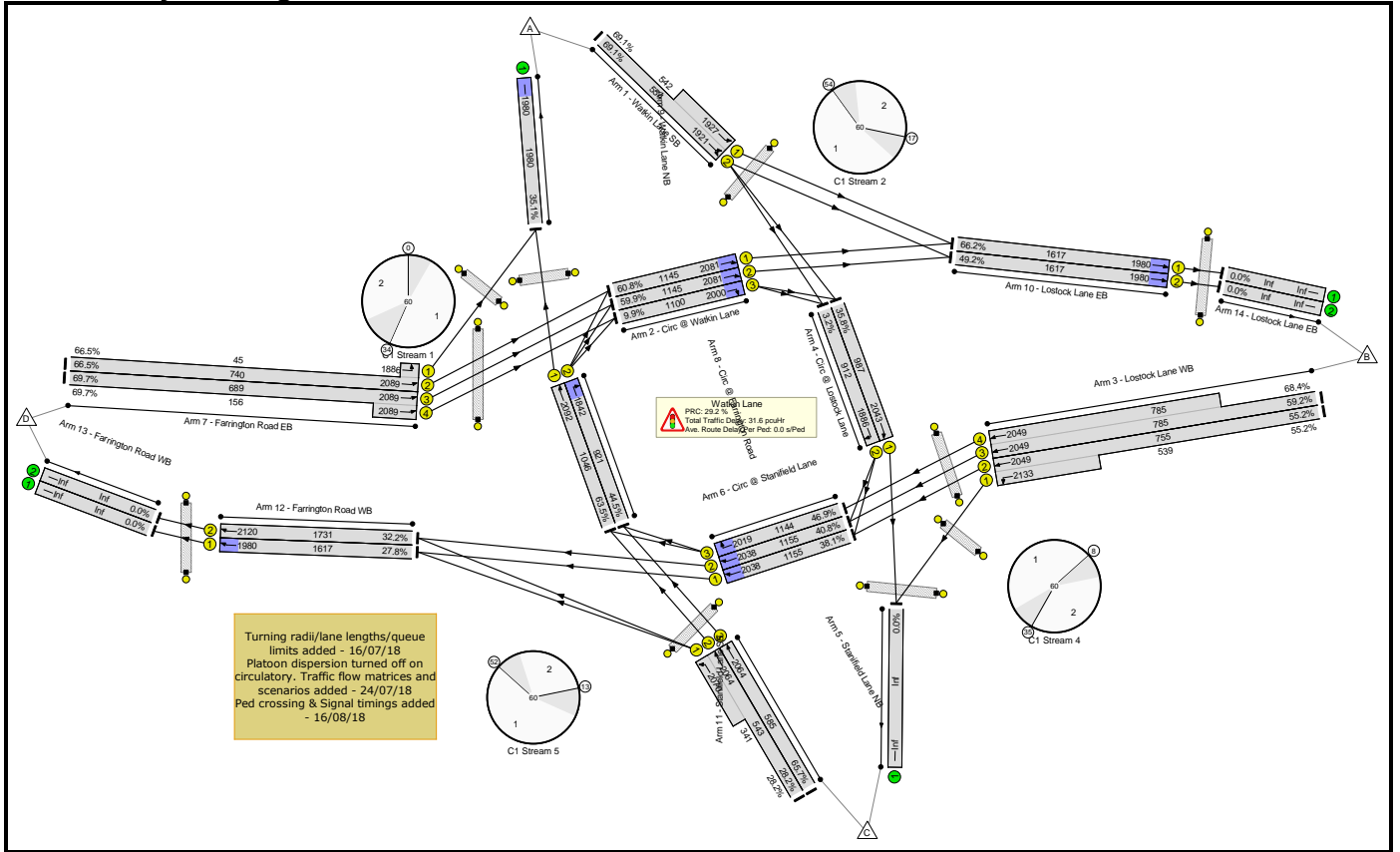
Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		36.6		Total Delay for Signalled Lanes (pcuHr):		8.94		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		35.3		Total Delay for Signalled Lanes (pcuHr):		6.92		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		158.0		Total Delay for Signalled Lanes (pcuHr):		0.02		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		37.1		Total Delay for Signalled Lanes (pcuHr):		10.06		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		40.4		Total Delay for Signalled Lanes (pcuHr):		4.18		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		36.8		Total Delay for Signalled Lanes (pcuHr):		0.23		Cycle Time (s):		60				
			PRC Over All Lanes (%):		35.3		Total Delay Over All Lanes(pcuHr):		30.60								

Basic Results Summary

Scenario 4: 'Sat 2029 DM1' (FG12: 'Sat 2029 DM1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	69.7%	0	0	0	31.6	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	69.7%	0	0	0	31.6	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	758	1921:1927	554+542	69.1 : 69.1%	-	-	-	4.8	22.7	6.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	696	2081	1145	60.8%	-	-	-	1.2	6.0	4.6
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	686	2081	1145	59.9%	-	-	-	1.2	6.1	4.7
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	109	2000	1100	9.9%	-	-	-	0.1	3.5	0.3
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	715	2049:2133	755+539	55.2 : 55.2%	-	-	-	3.4	17.0	5.9
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	1002	2049:2049	785+785	59.2 : 68.4%	-	-	-	5.1	18.3	8.3
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	354	2043	987	35.8%	-	-	-	1.4	14.0	3.0
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	29	1886	912	3.2%	-	-	-	0.1	15.8	0.3
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	16	-	249	2064:2070	543+341	28.2 : 28.2%	-	-	-	1.3	19.3	2.2
5/3	Stanifield Lane NB Ahead	U	P		1	16	-	384	2064	585	65.7%	-	-	-	3.0	27.8	6.5
6/1	Circ @ Stanifield Lane Ahead	U	O		1	33	-	440	2038	1155	38.1%	-	-	-	0.0	0.4	0.2
6/2	Circ @ Stanifield Lane Ahead	U	O		1	33	-	471	2038	1155	40.8%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	33	-	537	2019	1144	46.9%	-	-	-	0.0	0.1	0.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	21	-	522	2089:1886	740+45	66.5 : 66.5%	-	-	-	3.3	22.5	8.0
7/3+7/4	Farrington Road EB Ahead	U	B		1	21	-	589	2089:2089	689+156	69.7 : 69.7%	-	-	-	3.6	22.3	8.1
8/1	Circ @ Farrington Road Ahead	U	A		1	29	-	664	2092	1046	63.5%	-	-	-	1.8	9.6	5.5
8/2	Circ @ Farrington Road Right	U	A		1	29	-	410	1842	921	44.5%	-	-	-	0.8	6.6	6.6
9/1	Watkin Lane NB	U	-		-	-	-	694	1980	1980	35.1%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1071	1980	1617	66.2%	-	-	-	0.2	0.8	2.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	795	1980	1617	49.2%	-	-	-	0.1	0.3	0.5
12/1	Farrington Road WB Ahead	U	J		1	48	-	450	1980	1617	27.8%	-	-	-	0.0	0.3	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	557	2120	1731	32.2%	-	-	-	0.0	0.1	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		29.2		Total Delay for Signalled Lanes (pcuHr):		9.43		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		30.2		Total Delay for Signalled Lanes (pcuHr):		7.22		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		179.7		Total Delay for Signalled Lanes (pcuHr):		0.05		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		31.6		Total Delay for Signalled Lanes (pcuHr):		9.96		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		37.1		Total Delay for Signalled Lanes (pcuHr):		4.37		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		35.9		Total Delay for Signalled Lanes (pcuHr):		0.32		Cycle Time (s):		60				
			PRC Over All Lanes (%):		29.2		Total Delay Over All Lanes(pcuHr):		31.63								

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	69.7%	0	0	0	30.7	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	69.7%	0	0	0	30.7	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	19	-	774	1919:1927	570+558	68.6 : 68.6%	-	-	-	4.7	21.7	6.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	31	-	706	2081	1110	63.6%	-	-	-	1.4	7.0	3.9
2/2	Circ @ Watkin Lane Ahead	U	D		1	31	-	695	2081	1110	62.6%	-	-	-	1.4	7.4	3.9
2/3	Circ @ Watkin Lane Right	U	D		1	31	-	109	2000	1067	10.2%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	34	-	896	2049:2133	736+995	51.7 : 51.7%	-	-	-	2.2	8.8	5.1
3/3+3/4	Lostock Lane WB Ahead	U	M		1	34	-	1038	2049:2049	989+1060	50.7 : 50.7%	-	-	-	2.5	8.8	5.4
4/1	Circ @ Lostock Lane Ahead	U	L		1	16	-	370	2043	579	63.9%	-	-	-	1.1	10.6	4.6
4/2	Circ @ Lostock Lane Right	U	L		1	16	-	29	1886	534	5.4%	-	-	-	0.0	2.1	0.0
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	17	-	251	2064:2070	565+350	27.4 : 27.4%	-	-	-	1.3	18.4	2.1
5/3	Stanifield Lane NB Ahead	U	P		1	17	-	403	2064	619	65.1%	-	-	-	3.0	26.5	6.7
6/1	Circ @ Stanifield Lane Ahead	U	O		1	32	-	406	2038	1121	36.2%	-	-	-	0.8	6.9	3.0
6/2	Circ @ Stanifield Lane Ahead	U	O		1	32	-	505	2038	1121	45.1%	-	-	-	1.3	9.6	4.4

Basic Results Summary

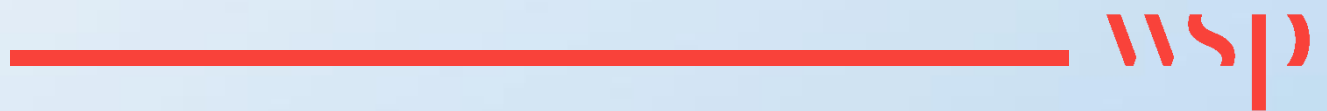
6/3	Circ @ Stanifield Lane Right	U	O		1	32	-	537	2019	1110	48.4%	-	-	-	1.7	11.1	5.0
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	21	-	522	2089:1886	740+45	66.5 : 66.5%	-	-	-	3.3	22.5	8.0
7/3+7/4	Farrington Road EB Ahead	U	B		1	21	-	589	2089:2089	689+156	69.7 : 69.7%	-	-	-	3.6	22.3	8.1
8/1	Circ @ Farrington Road Ahead	U	A		1	29	-	666	2092	1046	63.7%	-	-	-	1.1	5.9	6.1
8/2	Circ @ Farrington Road Right	U	A		1	29	-	429	1842	921	46.6%	-	-	-	0.8	6.5	6.9
9/1	Watkin Lane NB	U	-		-	-	-	696	1980	1980	35.2%	-	-	-	0.3	1.4	0.4
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1089	1980	1617	67.3%	-	-	-	0.1	0.5	1.1
10/2	Lostock Lane EB Ahead	U	U		1	48	-	796	1980	1617	49.2%	-	-	-	0.1	0.6	0.8
12/1	Farrington Road WB Ahead	U	J		1	48	-	421	1980	1617	26.0%	-	-	-	0.0	0.2	0.1
12/2	Farrington Road WB Ahead	U	J		1	48	-	586	2120	1731	33.8%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	H		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		29.2		Total Delay for Signalled Lanes (pcuHr):		8.78		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		31.2		Total Delay for Signalled Lanes (pcuHr):		7.49		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		165.9		Total Delay for Signalled Lanes (pcuHr):		0.02		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		40.8		Total Delay for Signalled Lanes (pcuHr):		5.82		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		38.3		Total Delay for Signalled Lanes (pcuHr):		8.03		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		33.6		Total Delay for Signalled Lanes (pcuHr):		0.28		Cycle Time (s):		60				
			PRC Over All Lanes (%):		29.2		Total Delay Over All Lanes(pcuHr):		30.69								

Appendix L

VISSIM MODELLING



TECHNICAL NOTE

DATE:	11 May 2022	CONFIDENTIALITY:	Public
SUBJECT:	Farrington Cricket VISSIM Assessment Note		
PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

INTRODUCTION

WSP have been commissioned by Lancashire Cricket (LC), Lancashire County Council (LCC) and Eric Wright Construction to prepare a Transport Assessment (TA) in support of a full planning application for Farrington Cricket Facility in South Ribble, Lancashire. This Technical Note summarises the microsimulation modelling undertaken to support the Transport Assessment. Microsimulation models have been run for the 2024 and 2029 future year scenarios including a Do-Minimum Scenario (without the proposed development) and a Do-Something scenario (with the proposed development at Farrington).

MODEL DEVELOPMENT

Existing Model

WSP has received VISSIM models developed by Mott MacDonald in version 5.40-03. Figure 1 shows the modelling extent. 2024 DM and DS models were received. The 2024 DS models were used as they include the committed local network improvements associated with the neighbouring Cuerden Strategic Site already coded in the model. The PM peak and Saturday peak have been modelled for this study.

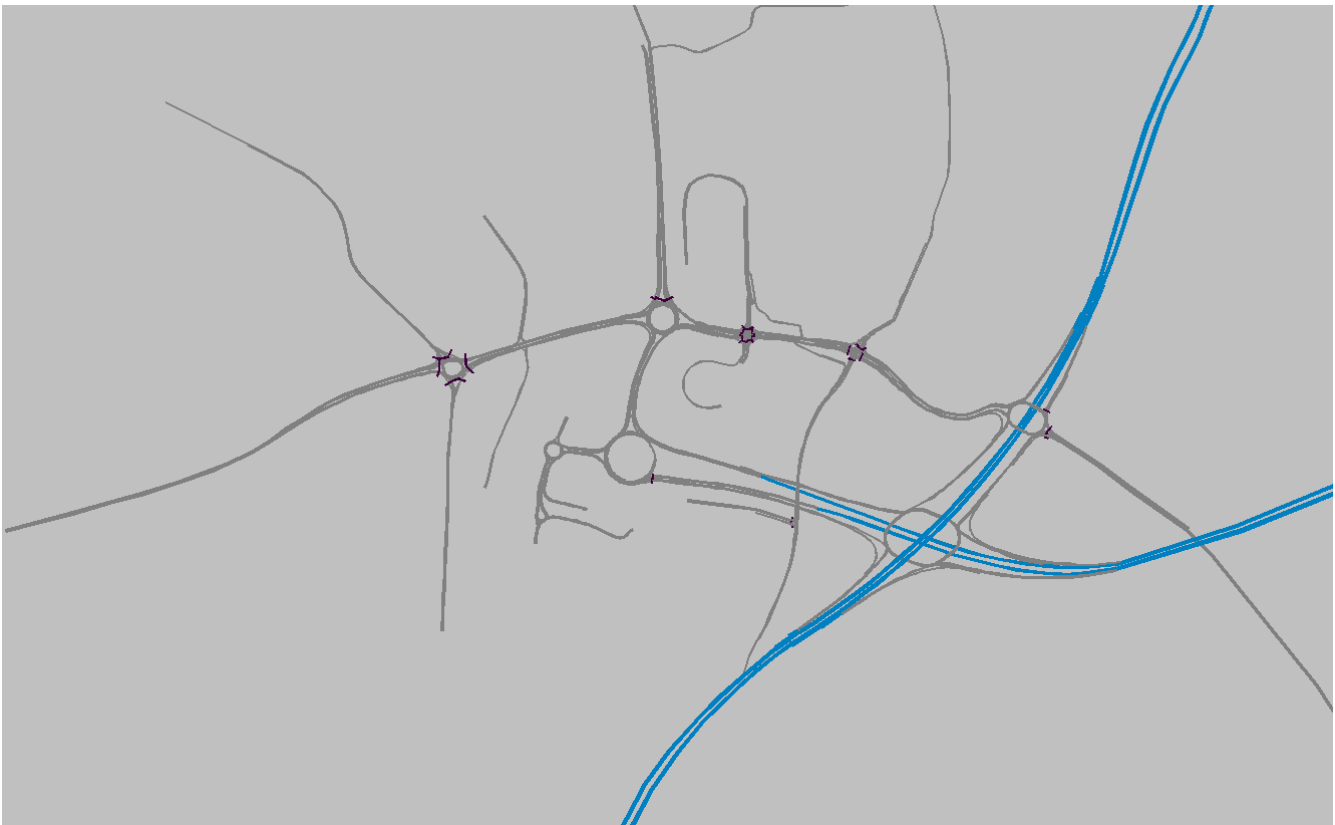


Figure 1 VISSIM Modelling Extent

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Model Update

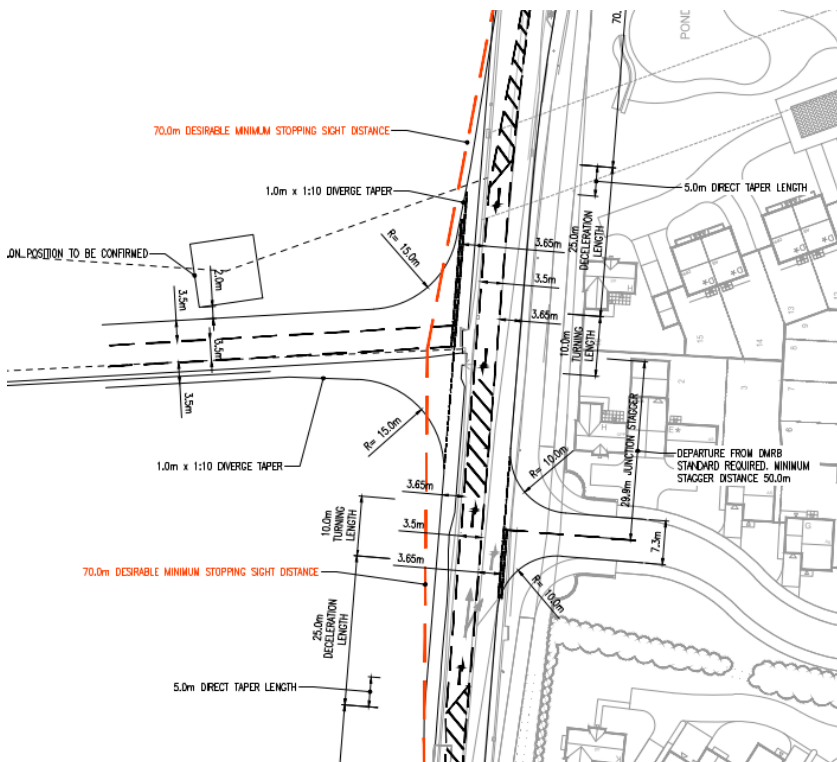
The existing VISSIM models include 2024 background traffic and some committed developments in the model. For our purpose, background traffic for 2024 has been uplified to 2029 using TEMPRO growth rates and the committed developments have been updated to match those outlined within the TA. Two scenarios were prepared:

- **Do Minimum:** Existing committed development trips were removed from the model and revised committed development trips (including Consented Cuerden trips) were added into the model.
- **Do Something:** Farrington cricket access has been introduced and development trips from the Farrington cricket access were added in the model.

Below changes were made to the models:

- Farrington cricket access junction has been coded, as per Drawing (FCR-WSP-ZZ-XX-DR-C-0011)
- Desired speed decisions were added in model, wherever required.
- Development flows were missing in the existing model on Farrington Road/B2524 roundabout. This has been added.

The Farrington access drawing and VISSIM coding is shown below.



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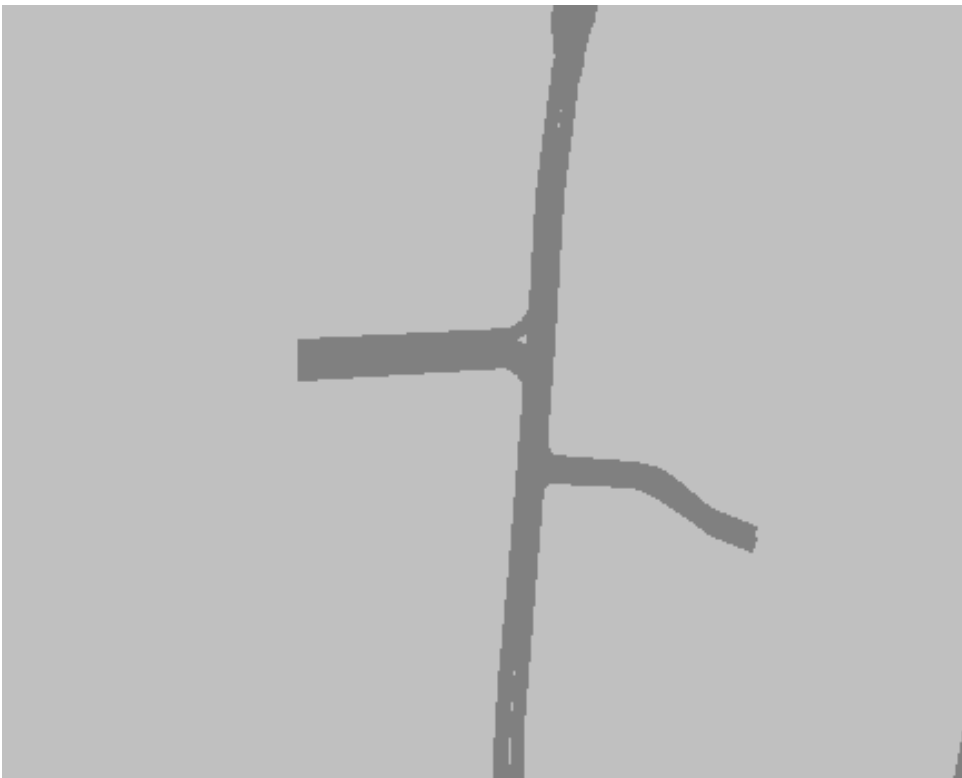


Figure 2 VISSIM screenshot showing the Farrington cricket access junction

Apart from above changes, no changes were made to the modelled network.

MODELLED RESULTS

The following results set out the overall VISSIM model performance of the entirety of the modelling network using overall network performance statistics, journey time outputs taken from an average of 16 VISSIM runs for PM peak (16:30-17:30) and Sat peak (13:00-14:00).

The following two scenarios were compared for two forecast years 2024 and 2029:

Scenario A- with committed development (Do Minimum).

Scenario B- with committed development and Farrington Cricket Access (Do-Something).

Overall Network Performance Statistics

Network performance statistics provide an indication to how the model is performing. They illustrate key statistics including:

- Total Time Taken (seconds) - Total travel time of vehicles traveling within the network or that have already left the network;
- Total Vehicles - Total number of vehicles which have already reached their destination and have left the network before the end of the simulation;

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- Total Delay (seconds); Total delay of all vehicles that are in the network or have already left it;
- Average Vehicle Time (Seconds) - Average time a vehicle is within the model simulation period;
- Average Speed (mph) - Average speed of vehicles in the model simulation period;
- Average Delay / Vehicle - Average delay imposed on each vehicle within the model simulation period; and
- Latent Demand - Traffic volume that is unable to enter the modelling extents due to congestion issues. This is taken as average of 10 runs at the end of entire modelling period.

The below **Table 1** and **Table 2** sets out the comparison of the network performance statistics for both scenarios for both forecast years.

Table 1 2024 Network Performance Statistics comparison

NPE Statistics	PM Peak		Sat Peak	
	Scenario A	Scenario B	Scenario A	Scenario B
Total Time Taken (s)	13573689	13221817	6613955	7016671
Total Vehicles	21596	22300	17812	17758
Total Delay (s)	6127492	5638295	1270156	1623650
Average Time (s) / Vehicle	640	598	371	403
Average Speed (mph)	38	39	54	53
Average Delay / Vehicle	294	257	71	98
Latent Demand (Average)				

Table 2 2029 Network Performance Statistics comparison

NPE Statistics	PM Peak		Sat Peak	
	Scenario A	Scenario B	Scenario A	Scenario B
Total Time Taken (s)	14490699	14683747	7083365	7478101
Total Vehicles	21848	21621	17865	18510
Total Delay (s)	6951723	7197785	1666229	1936460
Average Time (s) / Vehicle	670	689	403	411
Average Speed (mph)	36	35	52	51
Average Delay / Vehicle	324	342	99	110
Latent Demand (Average)				

From the above tables the results conclude:

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- Comparison of scenario A and scenario B Do-something and Do-Minimum results show that, the total time taken decreases for scenario B during the PM peak of 2024. However, for Sat peak 2024 and the 2029 PM and Sat peaks, the total time taken increases with the development traffic included.
- It is also observed that the average vehicle time in the network reduces from 640 seconds in DM scenario to 598 seconds in DS scenario in the 2024 PM peak. In addition, it will also result in reduction in delay (c.37 seconds) per vehicle along the network, with a one second increase in average speeds (mph) and increase throughput through the network.
- In 2024 Sat peak and 2029 PM and Sat peaks, it was observed that in DS scenario B the average vehicle time in the network has increased and also the average speeds have reduced which also resulted in the increase of the average delay. However, the decrease in average speeds between the scenarios is only 1 mph, and the increase in delay is 27 seconds in 2024 Sat peak, 18 seconds in 2029 PM peak and 11 seconds in 2029 Sat peak, a magnitude of change which averaged over the entire network will not result in severe delay.

Overall Journey Time

Journey time results have been extracted from the model to provide an overview travel times along the routes undertaken as part of the traffic surveys and study area.

The below **Table 3** and **Table 4** sets out the comparison of journey times for the two forecast years for both the scenarios.

Appendix A illustrates the journey times in graphical format.

Table 3 Journey Time Results comparison for 2024

Journey time (seconds)	PM Peak		Sat Peak	
	Scenario A	Scenario B	Scenario A	Scenario B
M65 WB	356	311	195	204
M65 EB	343	356	157	168
A6 EB	339	391	250	251
A6 WB	601	600	275	290
M65 NB	153	153	142	141
M65 SB	191	193	147	147

Table 4 Journey Time Results comparison for 2029

Journey time (seconds)	PM Peak		Sat Peak	
	Scenario A	Scenario B	Scenario A	Scenario B
M65 WB	378	385	217	293
M65 EB	417	409	160	174



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A6 EB	398	424	259	268
A6 WB	697	713	301	314
M65 NB	154	156	142	142
M65 SB	198	196	147	148

The above tables conclude the following results:

- There is a decrease in journey time for M65 WB route in PM peak for the 2024 forecast year for scenario B compared with the scenario A. However, it was observed that all the other routes have increased slightly in scenario B compared with scenario A with A6 EB being the highest increase of 52 secs in 2024 and 26 secs in 2029.
- It is also observed that there is an increase of journey times for M65 WB for sat peak in 2029 Do something scenario.
- Many routes display negligible difference between the journey times reported for the Do-Minimum and Do-Something scenario.

CONCLUSION

A forecast year of 2024 and 2029 has been selected for assessment and Committed development traffic has then been added to the 2024 and 2029 flows to form the Do Minimum (DM) scenario and the Farrington cricket access and development flows has been added to form the Do Something (DS) scenario.

In the PM peak and Sat peak there is an increase in overall network performance in Do something scenario except for the 2024 PM peak Do something scenario when compared against the Do Minimum scenario. It is also observed that journey time also increases for PM and Sat peaks in Do Something scenario with the introduction of the Farrington cricket access on some routes however a number of routes see negligible impact on journey times as a results of the Farrington development.

Overall, the VISSIM modelling has shown that the proposed development traffic does not result in significant changes to the performance of the local highway network, with results showing small changes network performance and journey time results over the peak periods assessed.

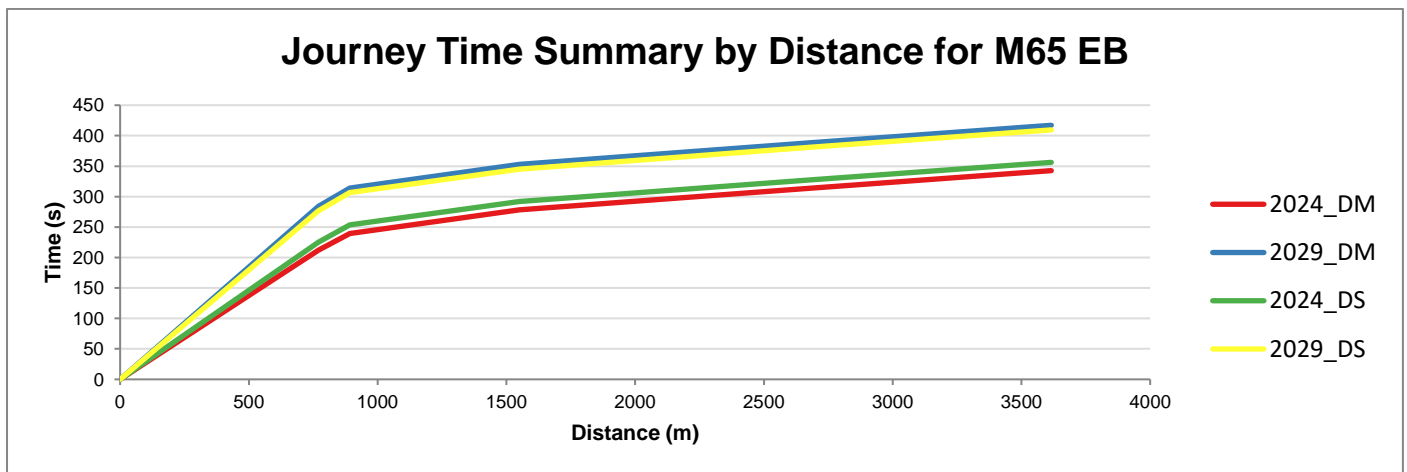
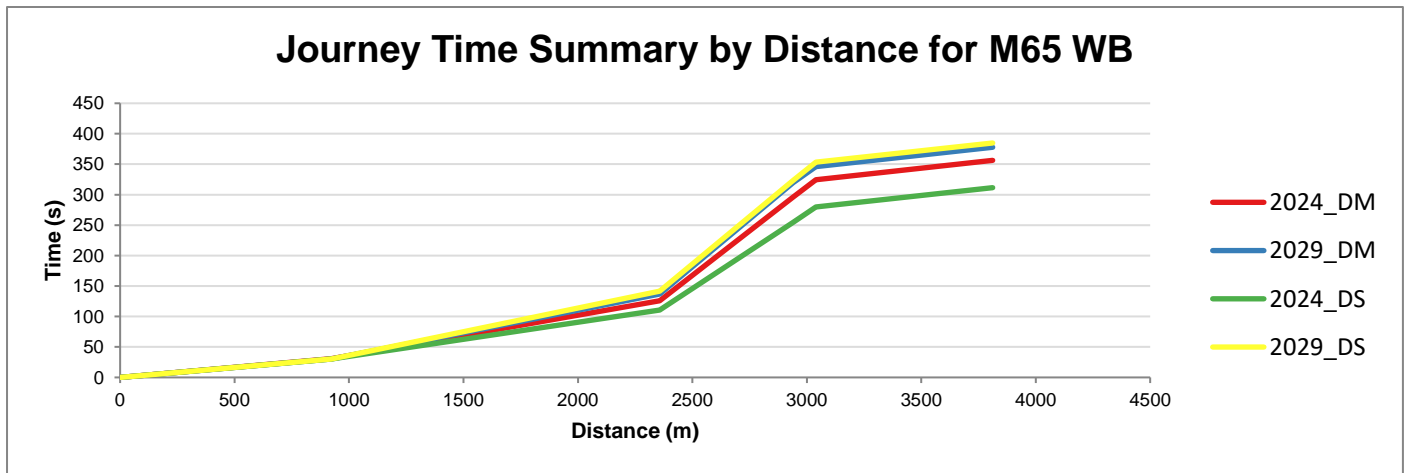


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APPENDIX A – JOURNEY TIME GRAPHS

PM Peak

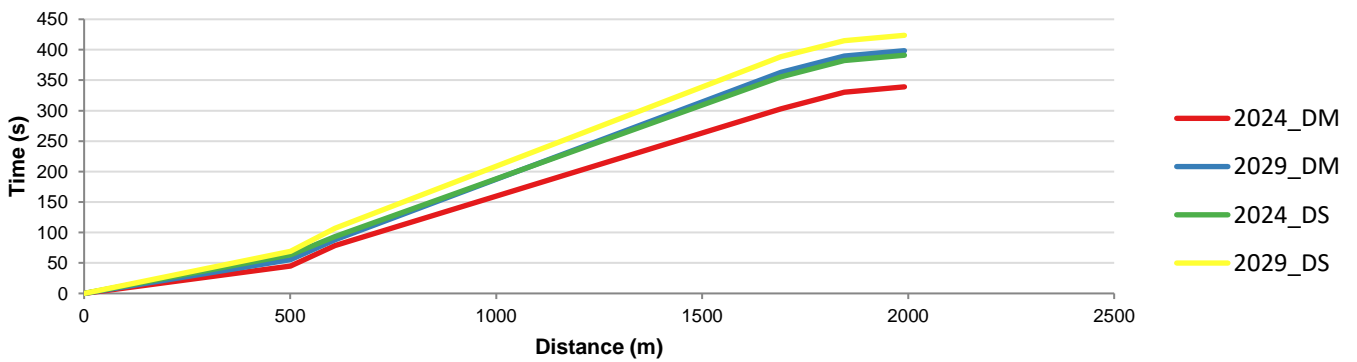




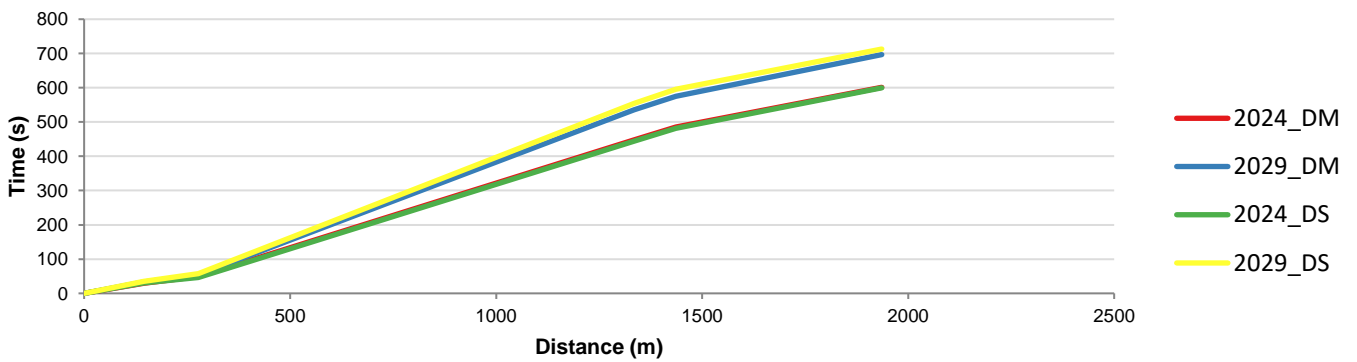
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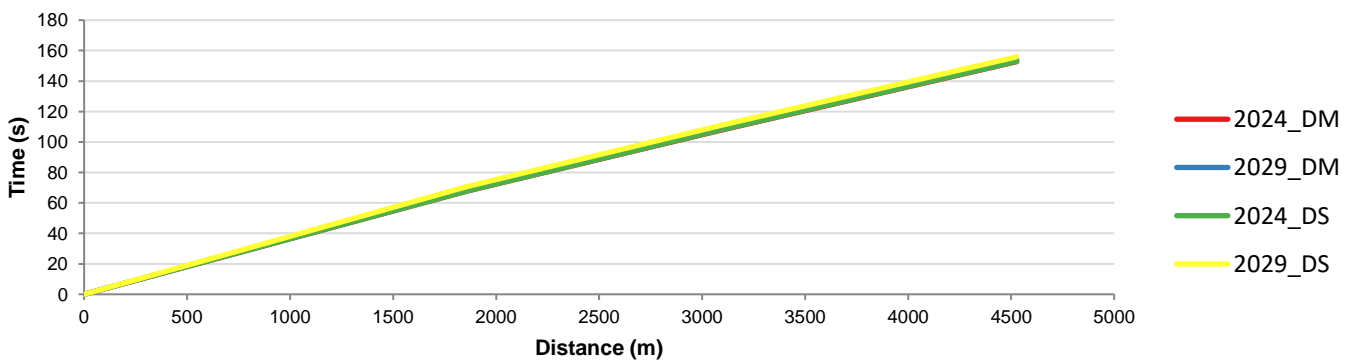
Journey Time Summary by Distance for A6 EB



Journey Time Summary by Distance for A6 WB



Journey Time Summary by Distance for M65 NB

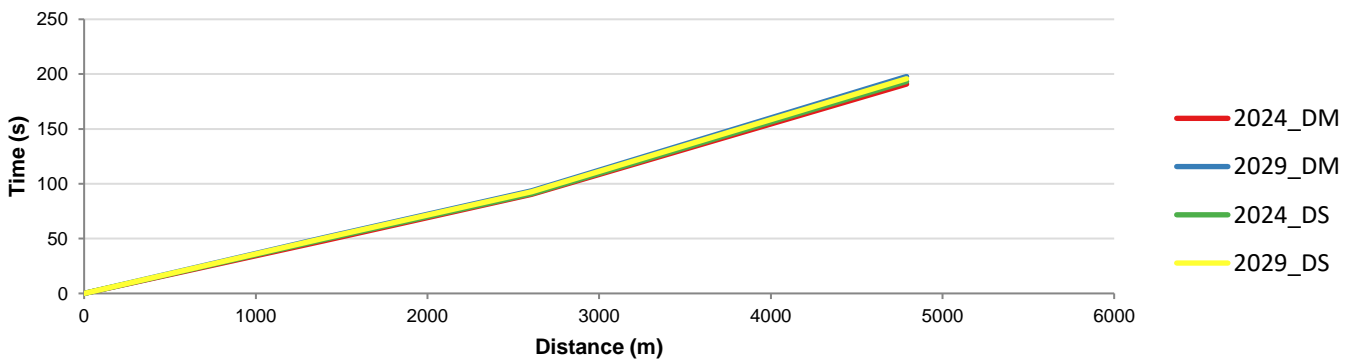




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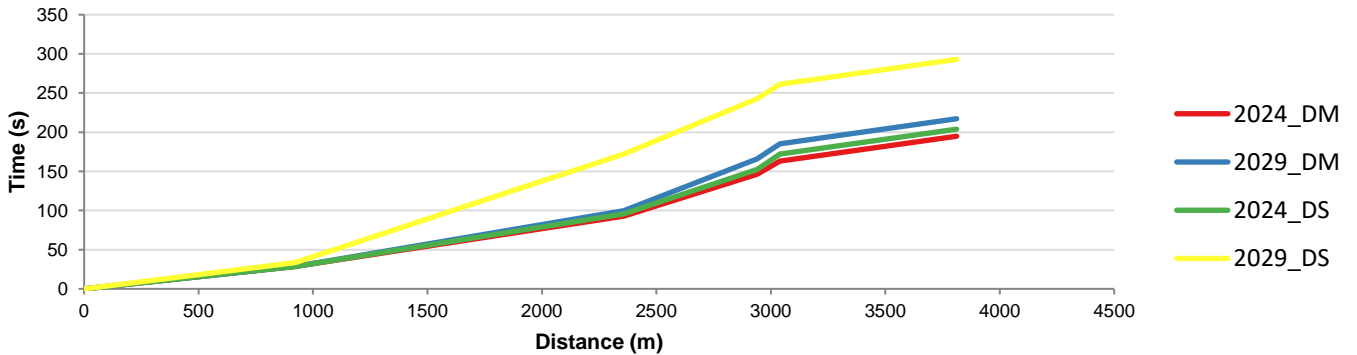
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SUBJECT:	Farrington Cricket VISSIM Assessment Note		
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CHECKED:	Pallavit Saraf	APPROVED:	HB

Journey Time Summary by Distance for M65 SB

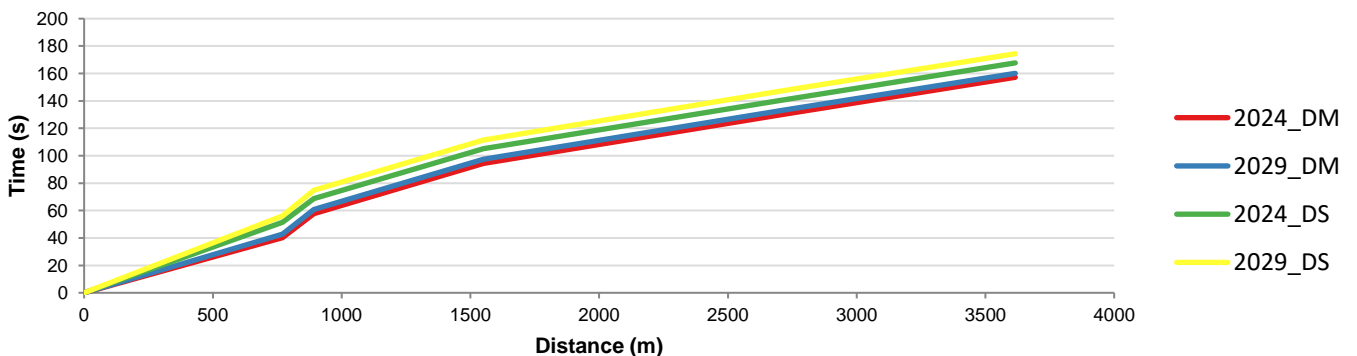


Sat Peak

Journey Time Summary by Distance for M65 WB



Journey Time Summary by Distance for M65 EB

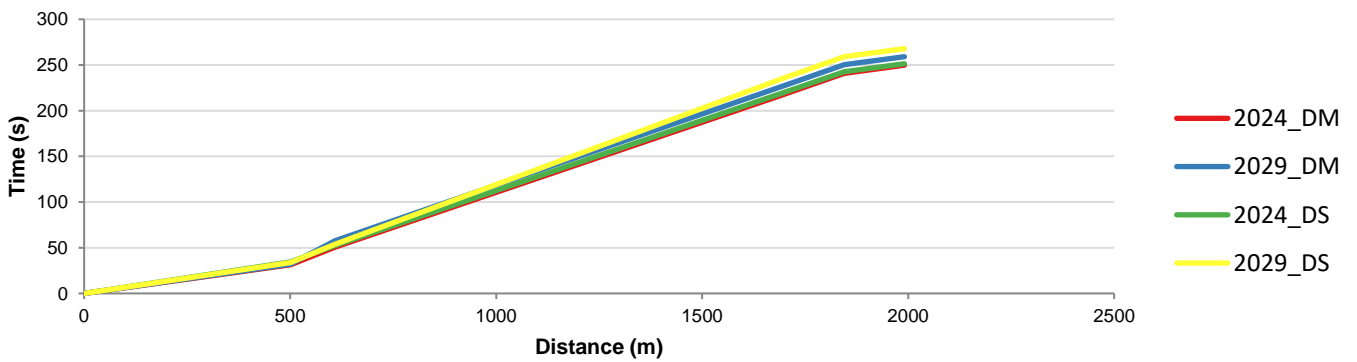




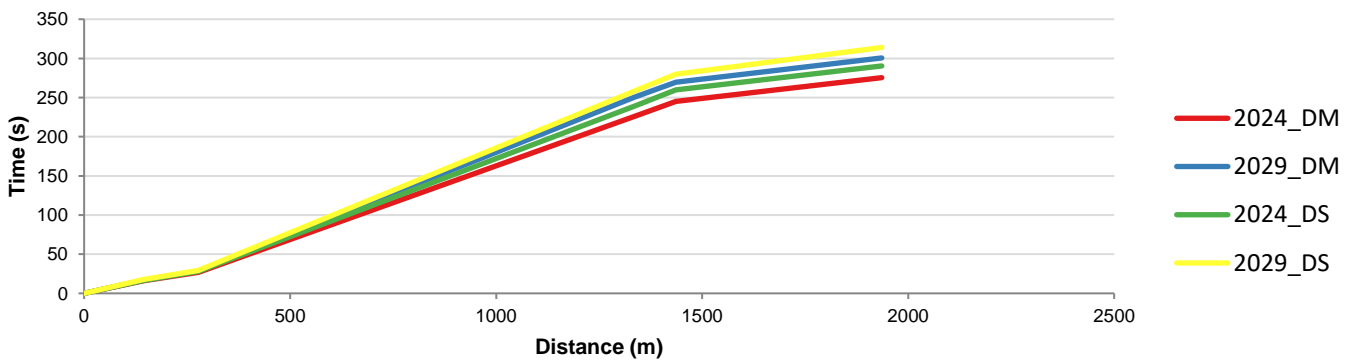
TECHNICAL NOTE

DATE:	11 May 2022	CONFIDENTIALITY:	Public
SUBJECT:	Farrington Cricket VISSIM Assessment Note		
PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

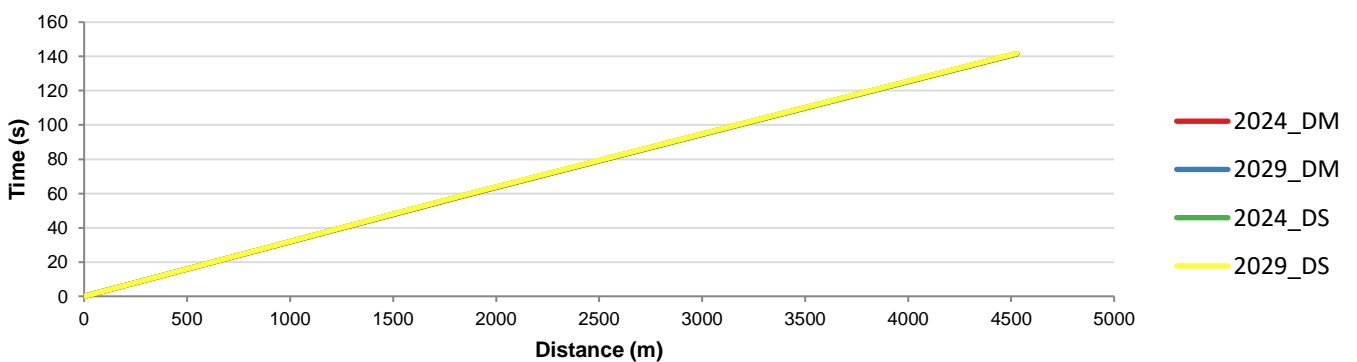
Journey Time Summary by Distance for A6 EB



Journey Time Summary by Distance for A6 WB



Journey Time Summary by Distance for M65 NB

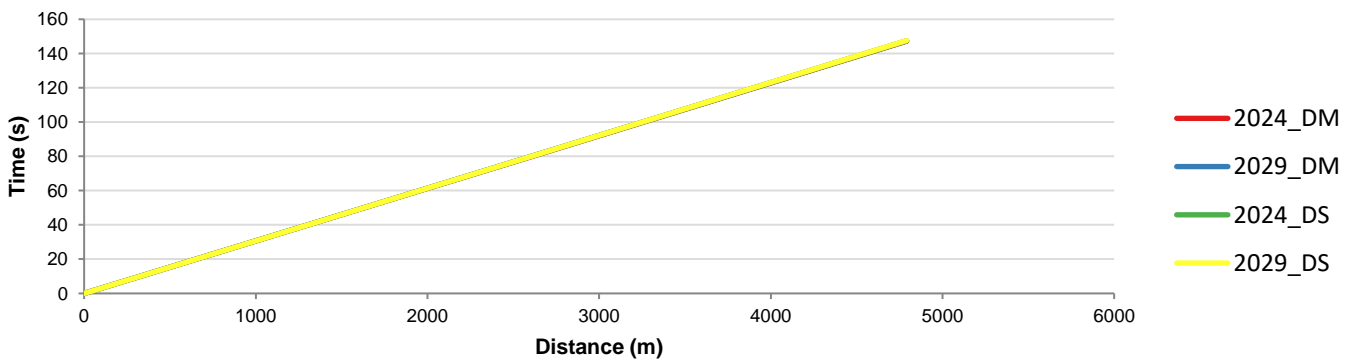




TECHNICAL NOTE

DATE:	11 May 2022	CONFIDENTIALITY:	Public
SUBJECT:	Farrington Cricket VISSIM Assessment Note		
PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

Journey Time Summary by Distance for M65 SB







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