

Didcot Garden Town Housing Infrastructure Fund (HIF1) – OFF13 Capacity Assessment Update

Client name Oxfordshire County Council	Project name Didcot Garden Town Housing Infrastructure Fund (HIF1)	Date 19 October 2022	Project number 60606782
Prepared by SOC	Checked by CC	Approved by SOC	

Revision History

Revision	Revision date	Details	Authorised	Name	Position

1. Introduction

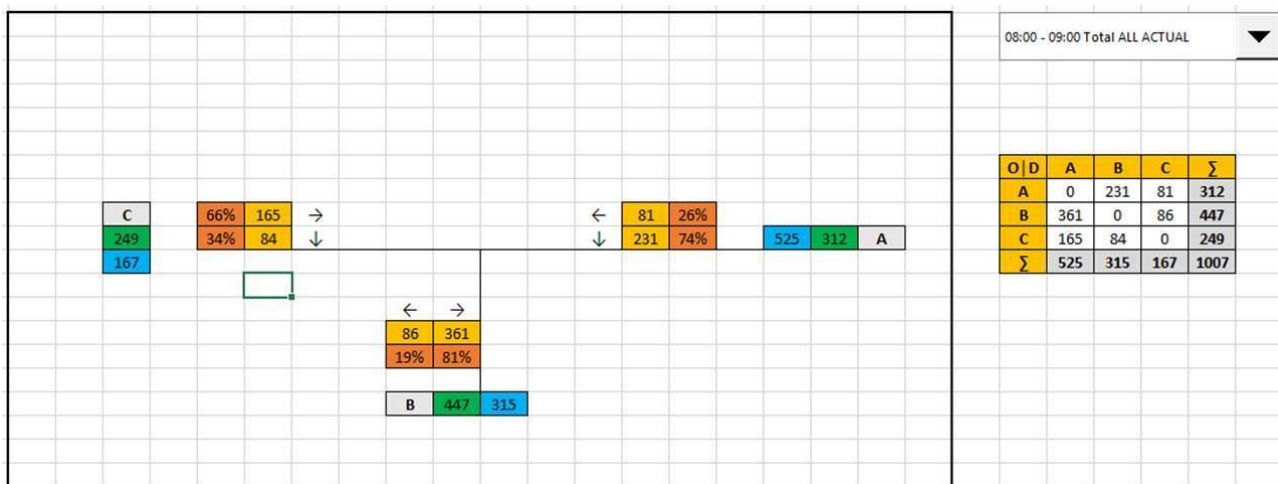
- 1.1 This Technical Note has been prepared to address a comment from Oxfordshire County Council (OCC) Transport Development Control (TDC) on the Transport Assessment (TA) submitted with the planning application for the Didcot Garden Town Housing Infrastructure Fund (HIF1) scheme.
- 1.2 The comment relates to the modelling of the Ladygrove / Sires Hill junction (OFF13), and was included in the review of the TA by Kt Hamer (Principal Development Management Engineer) dated 27 July 2022. The comment is repeated below:

'The JCT audit highlighted a discrepancy in the modelling at the Ladygrove / Sires Hill junction (OFF13). The Arm names inputted by the modeller, indicate that Arm A was the WESTERN arm and Arm C was the EASTERN arm. However, as PICADY will assume Arm A is to the east and Arm C to the west, and thus the traffic flow assignment will be incorrect. OCC assume this is a labelling error and requires confirmation.'

2. Original Assessment

- 2.1 Below is the traffic data used in the assessment for the 2020 AM peak, showing Arm A as Sires Hill (East) and Arm C as Sires Hill (West).

Figure 2.1 – Traffic flow data used in original assessment – OFF13 AM peak



2.2 Below are extracts from the original Junctions 9 output submitted with the application, again for 2020 AM peak. This shows that the Arms A and C have been incorrectly input.

Figure 2.2 – Extracts from original Junctions 9 output – OFF13 AM peak

Junction 9 output

2020, AM

Arms

Arms

Arm	Name	Description	Arm type
A	Sires Hill (W)		Major
B	Lady Grove		Minor
C	Sires Hill (E)		Major

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	231	81
	B	361	0	86
	C	165	84	0

2.3 This shows that the traffic data has been input correctly (the two matrices match), and therefore the results are valid, and just the arm names have been input incorrectly, as noted in OCC TDC's comment.

3. Updated Assessment

3.1 The arm names have been amended in the Junctions 9 input file and the capacity assessment has been re-run. Below is an extract from the assessment for the 2020 AM peak, showing the correct naming, Arm A as Sires Hill (East) and Arm C as Sires Hill (West). The full Junctions 9 output is attached as Appendix A.

Figure 3.1 – Extracts from updated Junctions 9 output – OFF13 AM peak

Junction 9 output

2020, AM

Arms

Arms

Arm	Name	Description	Arm type
A	Sires Hill (E)		Major
B	Lady Grove		Minor
C	Sires Hill (W)		Major

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	231	81
	B	361	0	86
	C	165	84	0

- 3.2 As the only change to the modelling input data is the arm names (i.e. traffic flows and junction geometric parameters are unchanged) the results are unchanged and the conclusions in the TA are still valid.

APPENDIX A – Junctions 9 Output (OFF13)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
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: OFF 13 Junction-Lady Grove_Sires Hill.j9

Path: \\na.aecomnet.com\lfs\EMEA\StAlbans-UKSTA1\Legacy\DP\PROJECTS\Didcot Garden Town\Modelling\Models_v1\OFF13 - Junction 33-Lady Grove_Sires Hill

Report generation date: 17/10/2022 16:37:25

»2020, AM
 »2020, PM
 »2024 with, AM
 »2024 with, PM
 »2024 without, AM
 »2024 without, PM
 »2034 with, AM
 »2034 with, PM
 »2034 without, AM
 »2034 without, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2020								
Stream B-C	4.3	164.20	0.94	F	0.1	10.05	0.10	B
Stream B-A	9.6	92.50	0.95	F	0.9	20.13	0.47	C
Stream C-AB	0.3	6.09	0.17	A	1.2	10.24	0.48	B
2024 with								
Stream B-C	0.0	7.87	0.00	A	0.0	7.45	0.00	A
Stream B-A	1.0	14.27	0.50	B	0.6	13.02	0.39	B
Stream C-AB	0.0	5.03	0.00	A	0.1	6.19	0.10	A
2024 without								
Stream B-C	0.2	20.48	0.16	C	0.1	9.99	0.05	A
Stream B-A	3.3	41.49	0.79	E	0.7	21.08	0.43	C
Stream C-AB	0.5	5.41	0.23	A	1.2	7.53	0.40	A
2034 with								
Stream B-C	0.1	18.11	0.11	C	0.0	10.34	0.01	B
Stream B-A	3.6	35.74	0.80	E	1.5	27.16	0.61	D
Stream C-AB	0.0	4.87	0.01	A	1.6	13.00	0.58	B
2034 without								
Stream B-C	6.2	732.70	1.37	F	2.6	402.73	1.06	F
Stream B-A	49.1	545.05	1.35	F	12.5	230.98	1.07	F
Stream C-AB	3.7	8.92	0.64	A	12.5	35.52	0.88	E

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

File summary

File Description

Title	
Location	
Site number	
Date	03/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\CrewD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	07:45	09:15	15
D2	2020	PM	ONE HOUR	16:45	18:15	15
D3	2024 with	AM	ONE HOUR	07:45	09:15	15
D4	2024 with	PM	ONE HOUR	16:45	18:15	15
D5	2024 without	AM	ONE HOUR	07:45	09:15	15
D6	2024 without	PM	ONE HOUR	16:45	18:15	15
D7	2034 with	AM	ONE HOUR	07:45	09:15	15
D8	2034 with	PM	ONE HOUR	16:45	18:15	15
D9	2034 without	AM	ONE HOUR	07:45	09:15	15
D10	2034 without	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		48.04	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sires Hill (E)		Major
B	Lady Grove		Minor
C	Sires Hill (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.98			247.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.98	4.16	3.39	3.27	✓	1.00	28	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
OFF13	B-A	549	0.096	0.242	0.152	0.346
OFF13	B-C	640	0.094	0.237	-	-
OFF13	C-B	717	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	447	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	231	81
	B	361	0	86
	C	165	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	2
	B	0	0	7
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.94	164.20	4.3	F
B-A	0.95	92.50	9.6	F
C-AB	0.17	6.09	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	403	0.161	64	0.2	10.591	B
B-A	272	470	0.578	267	1.3	17.249	C
C-AB	77	703	0.109	76	0.1	5.737	A
C-A	111			111			
A-B	174			174			
A-C	61			61			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	308	0.251	77	0.3	15.556	C
B-A	325	451	0.719	320	2.3	26.640	D
C-AB	96	708	0.135	95	0.2	5.877	A
C-A	128			128			
A-B	208			208			
A-C	73			73			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	126	0.752	87	2.2	82.378	F
B-A	397	421	0.945	377	7.4	63.890	F
C-AB	124	716	0.173	124	0.3	6.088	A
C-A	150			150			
A-B	254			254			
A-C	89			89			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	101	0.938	86	4.3	164.198	F
B-A	397	417	0.953	388	9.6	92.504	F
C-AB	124	716	0.173	124	0.3	6.089	A
C-A	150			150			
A-B	254			254			
A-C	89			89			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	252	0.307	93	0.5	24.691	C
B-A	325	444	0.730	351	3.0	45.300	E
C-AB	96	709	0.135	96	0.2	5.877	A
C-A	128			128			
A-B	208			208			
A-C	73			73			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	388	0.167	66	0.2	11.200	B
B-A	272	470	0.579	278	1.4	19.376	C
C-AB	77	704	0.109	77	0.2	5.747	A
C-A	111			111			
A-B	174			174			
A-C	61			61			

2020, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	704	100.000
B		✓	180	100.000
C		✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	558	146
	B	144	0	36
	C	225	190	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	0
	B	0	0	8
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	10.05	0.1	B
B-A	0.47	20.13	0.9	C
C-AB	0.48	10.24	1.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	488	0.056	27	0.1	7.799	A
B-A	108	406	0.267	107	0.4	12.003	B
C-AB	190	685	0.277	188	0.5	7.228	A
C-A	122			122			
A-B	420			420			
A-C	110			110			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	457	0.071	32	0.1	8.481	A
B-A	129	377	0.343	129	0.5	14.475	B
C-AB	243	684	0.356	242	0.7	8.165	A
C-A	130			130			
A-B	502			502			
A-C	131			131			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	400	0.099	40	0.1	9.986	A
B-A	159	338	0.470	157	0.9	19.798	C
C-AB	330	683	0.482	328	1.2	10.135	B
C-A	127			127			
A-B	614			614			
A-C	161			161			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	398	0.100	40	0.1	10.047	B
B-A	159	337	0.470	158	0.9	20.132	C
C-AB	330	684	0.483	330	1.2	10.243	B
C-A	127			127			
A-B	614			614			
A-C	161			161			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	455	0.071	32	0.1	8.529	A
B-A	129	376	0.344	131	0.5	14.750	B
C-AB	244	685	0.356	246	0.7	8.264	A
C-A	129			129			
A-B	502			502			
A-C	131			131			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	487	0.056	27	0.1	7.838	A
B-A	108	405	0.268	109	0.4	12.205	B
C-AB	191	686	0.278	192	0.5	7.308	A
C-A	122			122			
A-B	420			420			
A-C	110			110			

2024 with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		6.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 with	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	198	100.000
B		✓	228	100.000
C		✓	85	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	137	61
	B	226	0	2
	C	84	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	7.87	0.0	A
B-A	0.50	14.27	1.0	B
C-AB	0.00	5.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	542	0.003	1	0.0	6.664	A
B-A	170	515	0.330	168	0.5	10.326	B
C-AB	0.83	716	0.001	0.82	0.0	5.031	A
C-A	63			63			
A-B	103			103			
A-C	46			46			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	512	0.004	2	0.0	7.061	A
B-A	203	509	0.399	203	0.7	11.710	B
C-AB	1	716	0.001	1	0.0	5.031	A
C-A	75			75			
A-B	123			123			
A-C	55			55			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	461	0.005	2	0.0	7.846	A
B-A	249	501	0.497	248	1.0	14.139	B
C-AB	1	717	0.002	1	0.0	5.030	A
C-A	92			92			
A-B	151			151			
A-C	67			67			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	460	0.005	2	0.0	7.869	A
B-A	249	501	0.497	249	1.0	14.267	B
C-AB	1	717	0.002	1	0.0	5.030	A
C-A	92			92			
A-B	151			151			
A-C	67			67			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	510	0.004	2	0.0	7.083	A
B-A	203	509	0.399	204	0.7	11.855	B
C-AB	1	716	0.001	1	0.0	5.033	A
C-A	75			75			
A-B	123			123			
A-C	55			55			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	540	0.003	2	0.0	6.689	A
B-A	170	515	0.330	171	0.5	10.474	B
C-AB	0.83	716	0.001	0.83	0.0	5.031	A
C-A	63			63			
A-B	103			103			
A-C	46			46			

2024 with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		3.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 with	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	412	100.000
B		✓	161	100.000
C		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	297	115
	B	159	0	2
	C	73	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	7.45	0.0	A
B-A	0.39	13.02	0.6	B
C-AB	0.10	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	546	0.003	1	0.0	6.607	A
B-A	120	482	0.249	118	0.3	9.879	A
C-AB	44	670	0.066	44	0.1	5.752	A
C-A	51			51			
A-B	224			224			
A-C	87			87			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	523	0.003	2	0.0	6.905	A
B-A	143	469	0.305	143	0.4	11.017	B
C-AB	54	661	0.082	54	0.1	5.930	A
C-A	60			60			
A-B	267			267			
A-C	103			103			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	486	0.005	2	0.0	7.445	A
B-A	175	451	0.388	174	0.6	12.952	B
C-AB	68	649	0.105	68	0.1	6.191	A
C-A	72			72			
A-B	327			327			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	485	0.005	2	0.0	7.455	A
B-A	175	451	0.388	175	0.6	13.024	B
C-AB	68	649	0.105	68	0.1	6.192	A
C-A	72			72			
A-B	327			327			
A-C	127			127			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	522	0.003	2	0.0	6.918	A
B-A	143	469	0.305	144	0.4	11.099	B
C-AB	54	661	0.082	54	0.1	5.936	A
C-A	60			60			
A-B	267			267			
A-C	103			103			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	545	0.003	2	0.0	6.621	A
B-A	120	481	0.249	120	0.3	9.980	A
C-AB	44	670	0.066	44	0.1	5.761	A
C-A	51			51			
A-B	224			224			
A-C	87			87			

2024 without, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		11.21	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 without	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	382	100.000
B		✓	310	100.000
C		✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	278	104
	B	279	0	31
	C	376	91	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	8
	C	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	20.48	0.2	C
B-A	0.79	41.49	3.3	E
C-AB	0.23	5.41	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	435	0.054	23	0.1	8.741	A
B-A	210	443	0.474	207	0.9	15.016	C
C-AB	106	801	0.132	105	0.2	5.174	A
C-A	246			246			
A-B	209			209			
A-C	78			78			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	365	0.076	28	0.1	10.686	B
B-A	251	421	0.595	249	1.4	20.601	C
C-AB	139	825	0.169	139	0.3	5.255	A
C-A	281			281			
A-B	250			250			
A-C	93			93			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	224	0.152	34	0.2	18.847	C
B-A	307	391	0.786	300	3.1	37.147	E
C-AB	194	860	0.225	193	0.5	5.409	A
C-A	320			320			
A-B	306			306			
A-C	115			115			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	210	0.163	34	0.2	20.477	C
B-A	307	391	0.786	306	3.3	41.487	E
C-AB	194	861	0.226	194	0.5	5.413	A
C-A	320			320			
A-B	306			306			
A-C	115			115			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	350	0.080	28	0.1	11.192	B
B-A	251	421	0.596	258	1.6	22.947	C
C-AB	139	826	0.169	140	0.3	5.255	A
C-A	280			280			
A-B	250			250			
A-C	93			93			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	428	0.054	23	0.1	8.895	A
B-A	210	443	0.475	213	0.9	15.810	C
C-AB	106	801	0.133	107	0.2	5.189	A
C-A	245			245			
A-B	209			209			
A-C	78			78			

2024 without, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		3.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 without	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	853	100.000
B		✓	136	100.000
C		✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	621	232
	B	118	0	18
	C	417	127	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	1	0	9
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	9.99	0.1	A
B-A	0.43	21.08	0.7	C
C-AB	0.40	7.53	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	467	0.029	13	0.0	7.930	A
B-A	89	379	0.234	88	0.3	12.303	B
C-AB	162	765	0.212	161	0.4	5.953	A
C-A	247			247			
A-B	468			468			
A-C	175			175			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	437	0.037	16	0.0	8.561	A
B-A	106	346	0.306	106	0.4	14.930	B
C-AB	220	782	0.282	220	0.6	6.417	A
C-A	269			269			
A-B	558			558			
A-C	209			209			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	382	0.052	20	0.1	9.943	A
B-A	130	301	0.432	129	0.7	20.754	C
C-AB	326	808	0.404	324	1.2	7.466	A
C-A	273			273			
A-B	684			684			
A-C	255			255			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	380	0.052	20	0.1	9.988	A
B-A	130	300	0.432	130	0.7	21.078	C
C-AB	327	809	0.404	327	1.2	7.528	A
C-A	272			272			
A-B	684			684			
A-C	255			255			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	435	0.037	16	0.0	8.595	A
B-A	106	345	0.307	107	0.5	15.186	C
C-AB	222	783	0.283	224	0.7	6.482	A
C-A	267			267			
A-B	558			558			
A-C	209			209			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	466	0.029	14	0.0	7.955	A
B-A	89	378	0.235	89	0.3	12.482	B
C-AB	163	766	0.213	164	0.4	6.003	A
C-A	246			246			
A-B	468			468			
A-C	175			175			

2034 with, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		16.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 with	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	230	100.000
B		✓	370	100.000
C		✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	145	85
	B	347	0	23
	C	154	5	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	18.11	0.1	C
B-A	0.80	35.74	3.6	E
C-AB	0.01	4.87	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	458	0.038	17	0.0	8.172	A
B-A	261	501	0.521	257	1.1	14.513	B
C-AB	4	743	0.006	4	0.0	4.871	A
C-A	115			115			
A-B	109			109			
A-C	64			64			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	379	0.055	21	0.1	10.032	B
B-A	312	492	0.634	310	1.6	19.449	C
C-AB	6	749	0.007	6	0.0	4.840	A
C-A	137			137			
A-B	130			130			
A-C	76			76			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	238	0.106	25	0.1	16.899	C
B-A	382	480	0.797	375	3.4	32.428	D
C-AB	7	758	0.009	7	0.0	4.796	A
C-A	168			168			
A-B	160			160			
A-C	94			94			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	224	0.113	25	0.1	18.111	C
B-A	382	480	0.797	381	3.6	35.737	E
C-AB	7	758	0.009	7	0.0	4.796	A
C-A	168			168			
A-B	160			160			
A-C	94			94			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	364	0.057	21	0.1	10.487	B
B-A	312	492	0.634	319	1.8	21.551	C
C-AB	6	749	0.007	6	0.0	4.840	A
C-A	137			137			
A-B	130			130			
A-C	76			76			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	449	0.039	17	0.0	8.332	A
B-A	261	501	0.521	264	1.1	15.362	C
C-AB	4	743	0.006	4	0.0	4.871	A
C-A	115			115			
A-B	109			109			
A-C	64			64			

2034 with, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		7.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 with	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	610	100.000
B		✓	192	100.000
C		✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	506	104
	B	190	0	2
	C	157	255	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	10.34	0.0	B
B-A	0.61	27.16	1.5	D
C-AB	0.58	13.00	1.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	505	0.003	1	0.0	7.143	A
B-A	143	407	0.351	141	0.5	13.421	B
C-AB	233	674	0.345	230	0.6	8.084	A
C-A	77			77			
A-B	381			381			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	456	0.004	2	0.0	7.918	A
B-A	171	379	0.450	170	0.8	17.082	C
C-AB	291	668	0.436	290	0.9	9.526	A
C-A	79			79			
A-B	455			455			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	357	0.006	2	0.0	10.158	B
B-A	209	342	0.612	206	1.5	26.085	D
C-AB	382	660	0.578	379	1.6	12.756	B
C-A	72			72			
A-B	557			557			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	350	0.006	2	0.0	10.337	B
B-A	209	341	0.614	209	1.5	27.160	D
C-AB	382	661	0.579	382	1.6	13.001	B
C-A	71			71			
A-B	557			557			
A-C	115			115			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	451	0.004	2	0.0	8.012	A
B-A	171	378	0.452	174	0.9	17.806	C
C-AB	292	669	0.437	295	0.9	9.725	A
C-A	78			78			
A-B	455			455			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	502	0.003	2	0.0	7.191	A
B-A	143	406	0.352	144	0.6	13.815	B
C-AB	233	675	0.346	235	0.6	8.218	A
C-A	77			77			
A-B	381			381			
A-C	78			78			

2034 without, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		99.09	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2034 without	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	690	100.000
B		✓	339	100.000
C		✓	961	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	523	167
	B	306	0	33
	C	819	142	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	0
	B	1	0	5
	C	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	1.37	732.70	6.2	F
B-A	1.35	545.05	49.1	F
C-AB	0.64	8.92	3.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	324	0.077	25	0.1	12.016	B
B-A	230	346	0.666	223	1.8	27.887	D
C-AB	286	985	0.290	283	0.8	5.121	A
C-A	438			438			
A-B	394			394			
A-C	126			126			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	109	0.271	29	0.3	44.558	E
B-A	275	306	0.900	262	5.2	67.055	F
C-AB	428	1054	0.407	426	1.4	5.773	A
C-A	436			436			
A-B	470			470			
A-C	150			150			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	27	1.366	22	4.0	460.975	F
B-A	337	252	1.336	248	27.3	264.324	F
C-AB	731	1153	0.634	723	3.5	8.498	A
C-A	327			327			
A-B	576			576			
A-C	184			184			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	29	1.242	27	6.2	732.701	F
B-A	337	250	1.346	250	49.1	536.067	F
C-AB	741	1159	0.640	741	3.7	8.917	A
C-A	317			317			
A-B	576			576			
A-C	184			184			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	35	0.849	30	6.2	689.862	F
B-A	275	303	0.909	297	43.7	545.049	F
C-AB	436	1061	0.411	445	1.5	5.970	A
C-A	428			428			
A-B	470			470			
A-C	150			150			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	42	0.595	36	3.4	511.278	F
B-A	230	342	0.674	334	17.8	338.089	F
C-AB	289	988	0.293	292	0.8	5.201	A
C-A	434			434			
A-B	394			394			
A-C	126			126			

2034 without, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
OFF13	Lady Grove/Sires Hill	T-Junction	Two-way		31.83	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 without	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1202	100.000
B		✓	195	100.000
C		✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	875	327
	B	176	0	19
	C	659	166	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	0
	B	3	0	10
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	1.06	402.73	2.6	F
B-A	1.07	230.98	12.5	F
C-AB	0.88	35.52	12.5	E
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	378	0.038	14	0.0	9.882	A
B-A	133	299	0.443	129	0.8	20.900	C
C-AB	307	836	0.367	303	1.0	6.744	A
C-A	314			314			
A-B	659			659			
A-C	246			246			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	278	0.061	17	0.1	13.785	B
B-A	158	252	0.628	155	1.5	36.117	E
C-AB	465	878	0.529	460	2.1	8.699	A
C-A	277			277			
A-B	787			787			
A-C	294			294			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	20	1.056	13	2.0	400.086	F
B-A	194	187	1.036	169	7.6	131.645	F
C-AB	815	944	0.862	783	10.0	23.441	C
C-A	94			94			
A-B	963			963			
A-C	360			360			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	23	0.901	19	2.6	402.729	F
B-A	194	181	1.071	174	12.5	230.983	F
C-AB	851	965	0.883	841	12.5	35.515	E
C-A	57			57			
A-B	963			963			
A-C	360			360			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	143	0.120	27	0.1	33.356	D
B-A	158	242	0.653	199	2.3	107.203	F
C-AB	494	906	0.545	534	2.5	11.005	B
C-A	248			248			
A-B	787			787			
A-C	294			294			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	366	0.039	15	0.0	10.258	B
B-A	133	297	0.446	138	0.8	23.432	C
C-AB	312	842	0.371	318	1.1	6.993	A
C-A	309			309			
A-B	659			659			
A-C	246			246			