Peartree Hill Solar Farm

Environmental Statement

Volume 4

Appendix 14.3: Junction Modelling Output Files

Revision 2

Planning Act 2008

Infrastructure Planning

(Applications: Prescribed Forms

and Procedure) Regulations 2009 –

Regulation 5(2)(a)

Application Document Ref: EN010157/APP/6.4

September 2025

Prepared by RSK on behalf of RWE Renewables UK Solar and Storage LTD

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A165_Arnold Lane West Priority (ES).j10
Path: L:\Job Library\2023\230483 - Peartree Hill Solar Farm DCO\Traffic Data\Junction Models (ES)
Report generation date: 19/11/2024 10:46:04

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.2	12.87	0.11	B	D2	0.1	8.02	0.08	A
Stream C-AB		0.0	5.74	0.01	A		0.0	5.43	0.02	A
	2026 + Construction Phase									
Stream B-AC	D3	0.2	13.22	0.12	B	D4	0.1	7.90	0.13	A
Stream C-AB		0.0	6.01	0.05	A		0.0	5.43	0.02	A

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

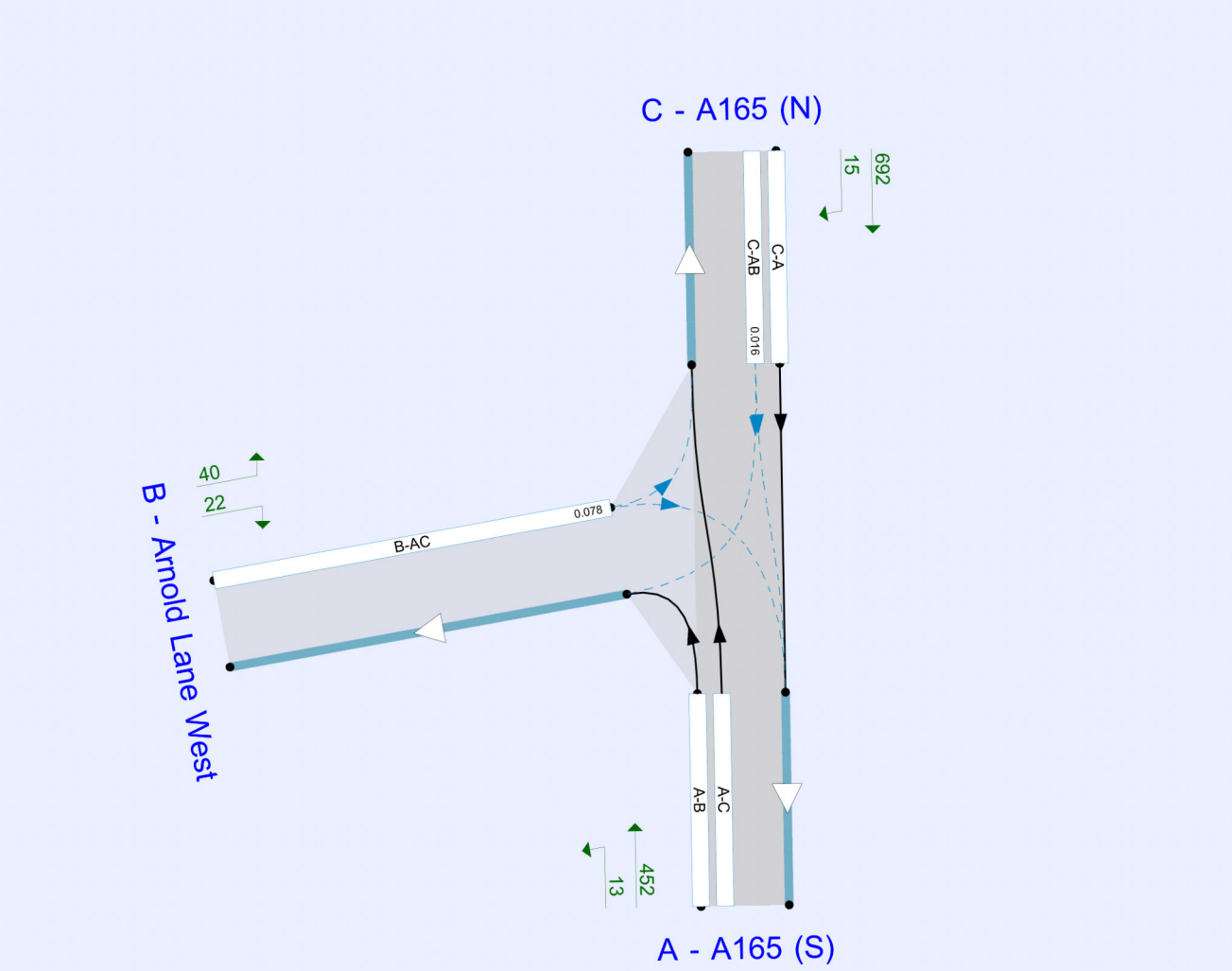
File summary

File Description

Title	
Location	
Site number	
Date	03/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2026 + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓
D4	2026 + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.56	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	A165 (S)		Major
B	Arnold Lane West		Minor
C	A165 (N)		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 - A165 (N)	10.95		✓	3.30	250.0	✓	20.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Arnold Lane West	One lane	4.98	56	54

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	626	0.093	0.234	0.147	0.335
B-C	788	0.091	0.231	-	-
C-B	805	0.245	0.245	-	-

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	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (S)		ONE HOUR	✓	641	100.000
B - Arnold Lane West		ONE HOUR	✓	47	100.000
C - A165 (N)		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	27	614
	B - Arnold Lane West	30	0	17
	C - A165 (N)	447	5	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	39	9
	B - Arnold Lane West	69	0	13
	C - A165 (N)	8	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-AC	0.11	12.87	0.2	B	43	65
C-AB	0.01	5.74	0.0	A	5	7
C-A					410	615
A-B					25	37
A-C					563	845

Main Results for each time segment

00:00 - 00:15

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-AC	35	9	525	0.067	35	0.0	0.1	10.520	B
C-AB	4	0.94	687	0.005	4	0.0	0.0	5.270	A
C-A	337	84			337				
A-B	20	5			20				
A-C	462	116			462				

00:15 - 00:30

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-AC	42	11	495	0.085	42	0.1	0.1	11.393	B
C-AB	4	1	664	0.007	4	0.0	0.0	5.459	A
C-A	402	100			402				
A-B	24	6			24				
A-C	552	138			552				

00:30 - 00:45

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-AC	52	13	453	0.114	52	0.1	0.2	12.855	B
C-AB	6	1	632	0.009	5	0.0	0.0	5.744	A
C-A	492	123			492				
A-B	30	7			30				
A-C	676	169			676				

00:45 - 01:00

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-AC	52	13	453	0.114	52	0.2	0.2	12.867	B
C-AB	6	1	632	0.009	6	0.0	0.0	5.744	A
C-A	492	123			492				
A-B	30	7			30				
A-C	676	169			676				

01:00 - 01:15

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-AC	42	11	495	0.085	42	0.2	0.1	11.410	B
C-AB	4	1	664	0.007	5	0.0	0.0	5.459	A
C-A	402	100			402				
A-B	24	6			24				
A-C	552	138			552				

01:15 - 01:30

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-AC	35	9	525	0.067	36	0.1	0.1	10.544	B
C-AB	4	0.94	687	0.005	4	0.0	0.0	5.270	A
C-A	337	84			337				
A-B	20	5			20				
A-C	462	116			462				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	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	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (S)		ONE HOUR	✓	465	100.000
B - Arnold Lane West		ONE HOUR	✓	36	100.000
C - A165 (N)		ONE HOUR	✓	696	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	13	452
	B - Arnold Lane West	17	0	19
	C - A165 (N)	681	15	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	0	3
	B - Arnold Lane West	7	0	0
	C - A165 (N)	3	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-AC	0.08	8.02	0.1	A	33	50
C-AB	0.02	5.43	0.0	A	14	21
C-A					625	937
A-B					12	18
A-C					415	622

Main Results for each time segment

00:00 - 00:15

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-AC	27	7	569	0.048	27	0.0	0.1	6.852	A
C-AB	11	3	719	0.016	11	0.0	0.0	5.085	A
C-A	513	128			513				
A-B	10	2			10				
A-C	340	85			340				

00:15 - 00:30

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-AC	32	8	542	0.060	32	0.1	0.1	7.295	A
C-AB	13	3	703	0.019	13	0.0	0.0	5.224	A
C-A	612	153			612				
A-B	12	3			12				
A-C	406	102			406				

00:30 - 00:45

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-AC	40	10	503	0.079	40	0.1	0.1	8.020	A
C-AB	17	4	680	0.024	16	0.0	0.0	5.429	A
C-A	750	187			750				
A-B	14	4			14				
A-C	498	124			498				

00:45 - 01:00

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-AC	40	10	503	0.079	40	0.1	0.1	8.024	A
C-AB	17	4	680	0.024	17	0.0	0.0	5.429	A
C-A	750	187			750				
A-B	14	4			14				
A-C	498	124			498				

01:00 - 01:15

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-AC	32	8	541	0.060	32	0.1	0.1	7.297	A
C-AB	13	3	703	0.019	14	0.0	0.0	5.224	A
C-A	612	153			612				
A-B	12	3			12				
A-C	406	102			406				

01:15 - 01:30

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-AC	27	7	569	0.048	27	0.1	0.1	6.859	A
C-AB	11	3	719	0.016	11	0.0	0.0	5.087	A
C-A	513	128			513				
A-B	10	2			10				
A-C	340	85			340				

2026 + Construction Phase, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	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	2026 + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (S)		ONE HOUR	✓	659	100.000
B - Arnold Lane West		ONE HOUR	✓	47	100.000
C - A165 (N)		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	33	626
	B - Arnold Lane West	30	0	17
	C - A165 (N)	447	26	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	39	9
	B - Arnold Lane West	69	0	13
	C - A165 (N)	8	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-AC	0.12	13.22	0.2	B	43	65
C-AB	0.05	6.01	0.0	A	24	36
C-A					410	615
A-B					30	45
A-C					574	862

Main Results for each time segment

00:00 - 00:15

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-AC	35	9	518	0.068	35	0.0	0.1	10.671	B
C-AB	20	5	683	0.029	19	0.0	0.0	5.422	A
C-A	337	84			337				
A-B	25	6			25				
A-C	471	118			471				

00:15 - 00:30

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-AC	42	11	486	0.087	42	0.1	0.1	11.610	B
C-AB	23	6	660	0.035	23	0.0	0.0	5.655	A
C-A	402	100			402				
A-B	30	7			30				
A-C	563	141			563				

00:30 - 00:45

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-AC	52	13	442	0.117	52	0.1	0.2	13.203	B
C-AB	29	7	627	0.046	29	0.0	0.0	6.012	A
C-A	492	123			492				
A-B	36	9			36				
A-C	689	172			689				

00:45 - 01:00

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-AC	52	13	442	0.117	52	0.2	0.2	13.216	B
C-AB	29	7	627	0.046	29	0.0	0.0	6.012	A
C-A	492	123			492				
A-B	36	9			36				
A-C	689	172			689				

01:00 - 01:15

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-AC	42	11	486	0.087	42	0.2	0.1	11.625	B
C-AB	23	6	660	0.035	23	0.0	0.0	5.658	A
C-A	402	100			402				
A-B	30	7			30				
A-C	563	141			563				

01:15 - 01:30

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-AC	35	9	518	0.068	36	0.1	0.1	10.694	B
C-AB	20	5	683	0.029	20	0.0	0.0	5.425	A
C-A	337	84			337				
A-B	25	6			25				
A-C	471	118			471				

2026 + Construction Phase, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	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	2026 + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (S)		ONE HOUR	✓	465	100.000
B - Arnold Lane West		ONE HOUR	✓	62	100.000
C - A165 (N)		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	13	452
	B - Arnold Lane West	22	0	40
	C - A165 (N)	692	15	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (S)	B - Arnold Lane West	C - A165 (N)
From	A - A165 (S)	0	0	3
	B - Arnold Lane West	7	0	0
	C - A165 (N)	3	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-AC	0.13	7.90	0.1	A	57	85
C-AB	0.02	5.43	0.0	A	14	21
C-A					635	952
A-B					12	18
A-C					415	622

Main Results for each time segment

00:00 - 00:15

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-AC	47	12	598	0.078	46	0.0	0.1	6.681	A
C-AB	11	3	719	0.016	11	0.0	0.0	5.085	A
C-A	521	130			521				
A-B	10	2			10				
A-C	340	85			340				

00:15 - 00:30

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-AC	56	14	572	0.097	56	0.1	0.1	7.140	A
C-AB	13	3	703	0.019	13	0.0	0.0	5.224	A
C-A	622	156			622				
A-B	12	3			12				
A-C	406	102			406				

00:30 - 00:45

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-AC	68	17	535	0.128	68	0.1	0.1	7.891	A
C-AB	17	4	680	0.024	16	0.0	0.0	5.429	A
C-A	762	190			762				
A-B	14	4			14				
A-C	498	124			498				

00:45 - 01:00

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-AC	68	17	535	0.128	68	0.1	0.1	7.896	A
C-AB	17	4	680	0.024	17	0.0	0.0	5.429	A
C-A	762	190			762				
A-B	14	4			14				
A-C	498	124			498				

01:00 - 01:15

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-AC	56	14	572	0.097	56	0.1	0.1	7.145	A
C-AB	13	3	703	0.019	14	0.0	0.0	5.224	A
C-A	622	156			622				
A-B	12	3			12				
A-C	406	102			406				

01:15 - 01:30

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-AC	47	12	598	0.078	47	0.1	0.1	6.692	A
C-AB	11	3	719	0.016	11	0.0	0.0	5.087	A
C-A	521	130			521				
A-B	10	2			10				
A-C	340	85			340				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A165_Carr Lane Priority (ES).j10
Path: L:\Job Library\2023\230483 - Peartree Hill Solar Farm DCO\Traffic Data\Junction Models (ES)
Report generation date: 19/11/2024 10:49:54

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	3.87	0.01	A
	2026 Base + Construction Phase									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	7.84	0.03	A
Stream C-AB		0.0	4.75	0.02	A		0.0	3.88	0.01	A

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

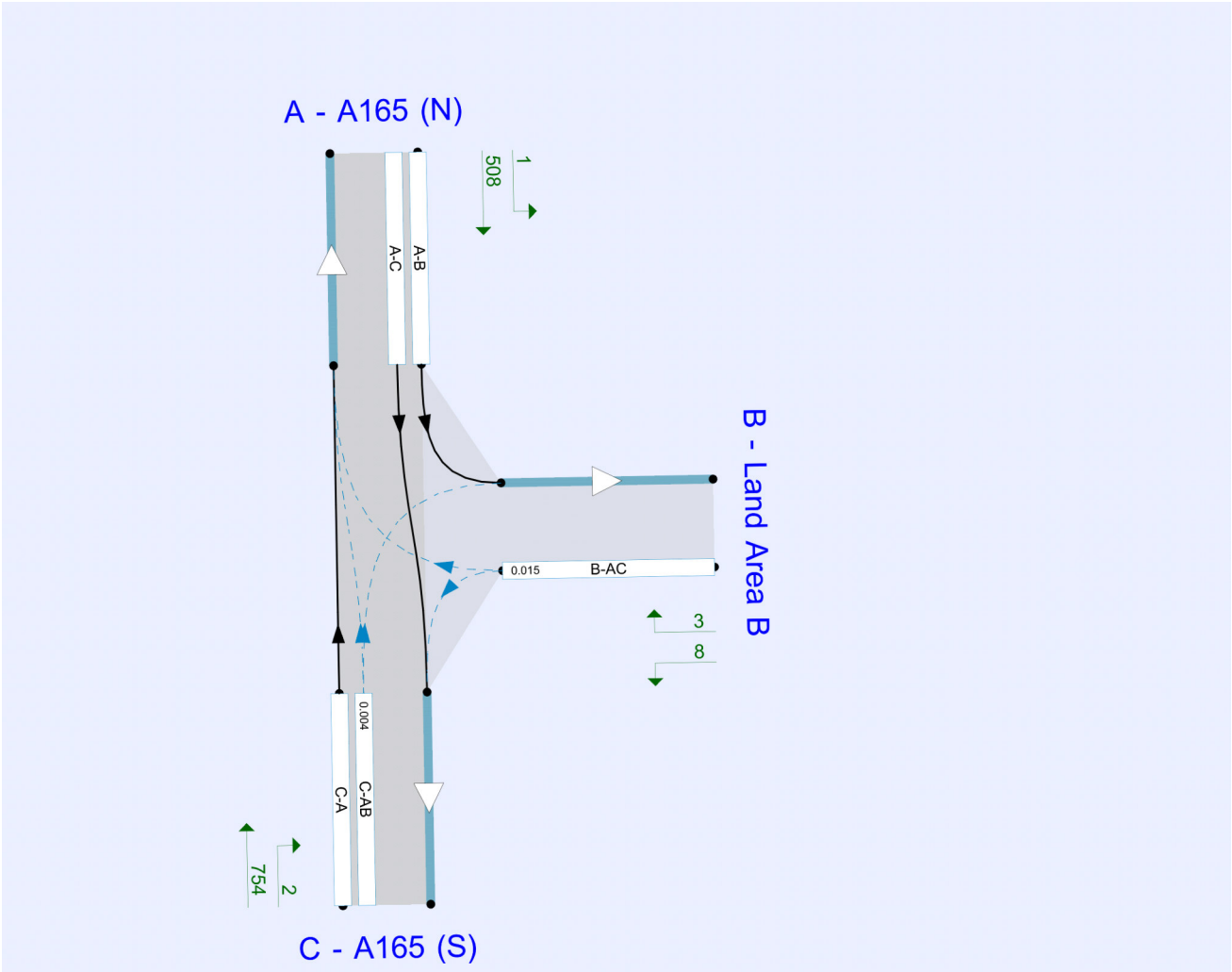
File summary

File Description

Title	
Location	
Site number	
Date	03/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓
D4	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	A165 (N)		Major
B	Land Area B		Minor
C	A165 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A165 (S)	7.70			175.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Land Area B	One lane	4.40	45	30

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	578	0.098	0.248	0.156	0.354
B-C	733	0.104	0.262	-	-
C-B	675	0.242	0.242	-	-

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	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	685	100.000
B - Land Area B		ONE HOUR	✓	1	100.000
C - A165 (S)		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	685
	B - Land Area B	1	0	0
	C - A165 (S)	455	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	13
	B - Land Area B	0	0	0
	C - A165 (S)	9	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					418	626
A-B					0	0
A-C					629	943

Main Results for each time segment

00:00 - 00:15

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-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	516	129			516				

00:15 - 00:30

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-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	409	102			409				
A-B	0	0			0				
A-C	616	154			616				

00:30 - 00:45

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-AC	0	0	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	501	125			501				
A-B	0	0			0				
A-C	754	189			754				

00:45 - 01:00

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-AC	0	0	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	501	125			501				
A-B	0	0			0				
A-C	754	189			754				

01:00 - 01:15

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-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	409	102			409				
A-B	0	0			0				
A-C	616	154			616				

01:15 - 01:30

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-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	516	129			516				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.02	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	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	489	100.000
B - Land Area B		ONE HOUR	✓	2	100.000
C - A165 (S)		ONE HOUR	✓	753	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	1	488
	B - Land Area B	1	0	1
	C - A165 (S)	751	2	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	5
	B - Land Area B	0	0	0
	C - A165 (S)	6	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	3.87	0.0	A	6	9
C-A					685	1028
A-B					0.92	1
A-C					448	672

Main Results for each time segment

00:00 - 00:15

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-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.91	967	0.004	4	0.0	0.0	3.862	A
C-A	563	141			563				
A-B	0.75	0.19			0.75				
A-C	367	92			367				

00:15 - 00:30

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-AC	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	1031	0.005	5	0.0	0.0	3.639	A
C-A	672	168			672				
A-B	0.90	0.22			0.90				
A-C	439	110			439				

00:30 - 00:45

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-AC	0	0	411	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	1121	0.007	8	0.0	0.0	3.368	A
C-A	821	205			821				
A-B	1	0.28			1				
A-C	537	134			537				

00:45 - 01:00

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-AC	0	0	411	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	1121	0.008	8	0.0	0.0	3.374	A
C-A	821	205			821				
A-B	1	0.28			1				
A-C	537	134			537				

01:00 - 01:15

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-AC	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	1031	0.005	5	0.0	0.0	3.659	A
C-A	672	168			672				
A-B	0.90	0.22			0.90				
A-C	439	110			439				

01:15 - 01:30

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-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.91	967	0.004	4	0.0	0.0	3.874	A
C-A	563	141			563				
A-B	0.75	0.19			0.75				
A-C	367	92			367				

2026 Base + Construction Phase, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	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	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	691	100.000
B - Land Area B		ONE HOUR	✓	1	100.000
C - A165 (S)		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	2	689
	B - Land Area B	1	0	0
	C - A165 (S)	476	6	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	13
	B - Land Area B	0	0	0
	C - A165 (S)	9	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.02	4.75	0.0	A	12	18
C-A					430	645
A-B					2	3
A-C					632	948

Main Results for each time segment

00:00 - 00:15

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-AC	0	0	473	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	798	0.010	8	0.0	0.0	4.733	A
C-A	355	89			355				
A-B	2	0.38			2				
A-C	519	130			519				

00:15 - 00:30

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-AC	0	0	438	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	828	0.014	11	0.0	0.0	4.594	A
C-A	422	106			422				
A-B	2	0.45			2				
A-C	619	155			619				

00:30 - 00:45

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-AC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-AB	17	4	872	0.019	17	0.0	0.0	4.416	A
C-A	514	129			514				
A-B	2	0.55			2				
A-C	759	190			759				

00:45 - 01:00

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-AC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-AB	17	4	872	0.019	17	0.0	0.0	4.430	A
C-A	514	129			514				
A-B	2	0.55			2				
A-C	759	190			759				

01:00 - 01:15

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-AC	0	0	438	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	828	0.014	11	0.0	0.0	4.629	A
C-A	422	106			422				
A-B	2	0.45			2				
A-C	619	155			619				

01:15 - 01:30

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-AC	0	0	473	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	798	0.010	8	0.0	0.0	4.752	A
C-A	355	89			355				
A-B	2	0.38			2				
A-C	519	130			519				

2026 Base + Construction Phase, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.09	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	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	509	100.000
B - Land Area B		ONE HOUR	✓	11	100.000
C - A165 (S)		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	1	508
	B - Land Area B	3	0	8
	C - A165 (S)	754	2	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	5
	B - Land Area B	0	0	0
	C - A165 (S)	6	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-AC	0.03	7.84	0.0	A	10	15
C-AB	0.01	3.88	0.0	A	6	9
C-A					688	1032
A-B					0.92	1
A-C					466	699

Main Results for each time segment

00:00 - 00:15

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-AC	8	2	543	0.015	8	0.0	0.0	6.729	A
C-AB	4	0.91	966	0.004	4	0.0	0.0	3.867	A
C-A	566	141			566				
A-B	0.75	0.19			0.75				
A-C	382	96			382				

00:15 - 00:30

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-AC	10	2	514	0.019	10	0.0	0.0	7.143	A
C-AB	5	1	1030	0.005	5	0.0	0.0	3.643	A
C-A	674	169			674				
A-B	0.90	0.22			0.90				
A-C	457	114			457				

00:30 - 00:45

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-AC	12	3	471	0.026	12	0.0	0.0	7.840	A
C-AB	9	2	1121	0.008	9	0.0	0.0	3.370	A
C-A	824	206			824				
A-B	1	0.28			1				
A-C	559	140			559				

00:45 - 01:00

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-AC	12	3	471	0.026	12	0.0	0.0	7.840	A
C-AB	9	2	1121	0.008	9	0.0	0.0	3.379	A
C-A	824	206			824				
A-B	1	0.28			1				
A-C	559	140			559				

01:00 - 01:15

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-AC	10	2	514	0.019	10	0.0	0.0	7.146	A
C-AB	5	1	1030	0.005	5	0.0	0.0	3.660	A
C-A	674	169			674				
A-B	0.90	0.22			0.90				
A-C	457	114			457				

01:15 - 01:30

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-AC	8	2	543	0.015	8	0.0	0.0	6.732	A
C-AB	4	0.91	966	0.004	4	0.0	0.0	3.877	A
C-A	565	141			565				
A-B	0.75	0.19			0.75				
A-C	382	96			382				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A165_Land Area B Priority (ES).j10
Path: L:\Job Library\2023\230483 - Peartree Hill Solar Farm DCO\Traffic Data\Junction Models (ES)
Report generation date: 19/11/2024 11:04:21

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base + Construction Phase									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	11.97	0.02	B
Stream C-AB		0.0	4.06	0.00	A		0.0	0.00	0.00	A

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

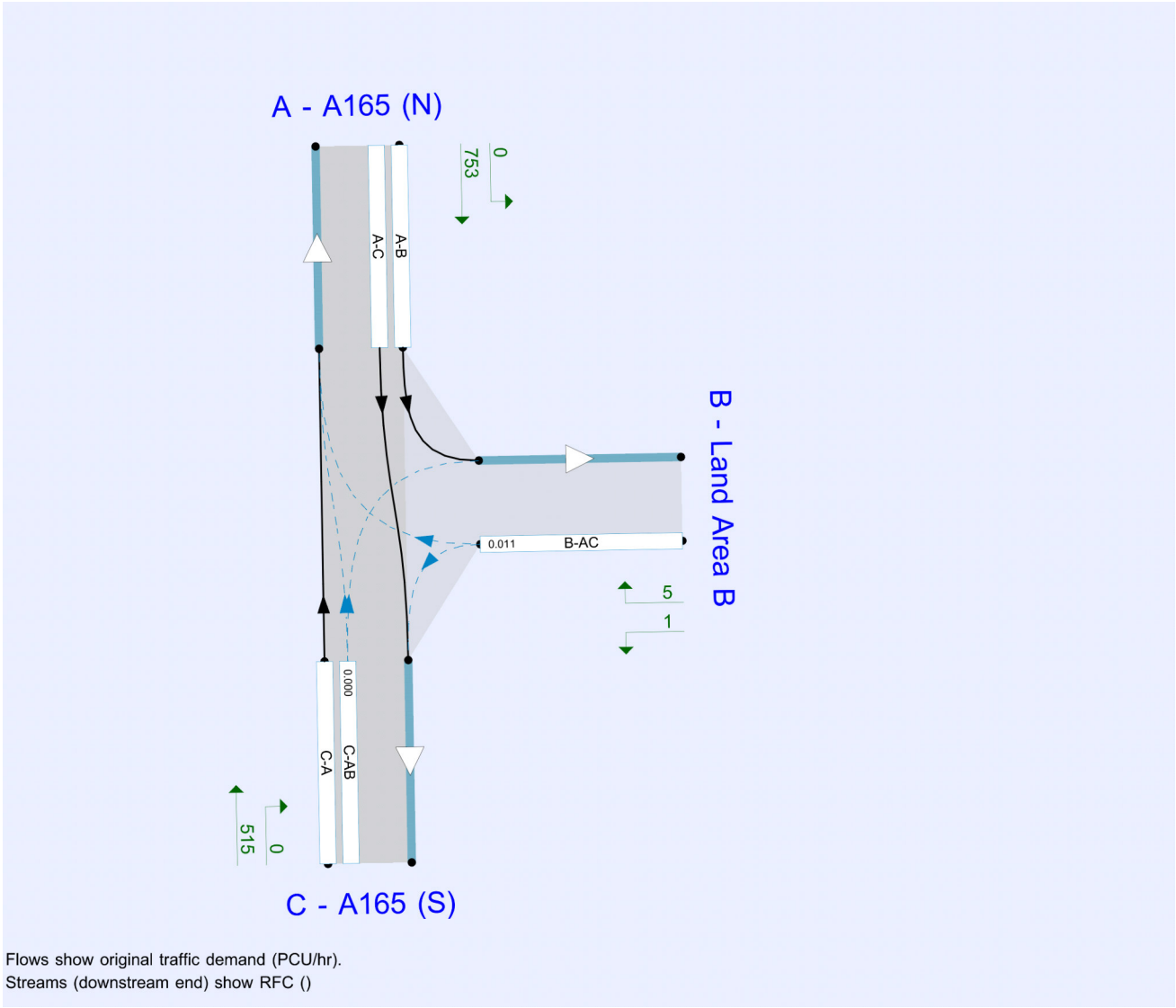
File summary

File Description

Title	
Location	
Site number	
Date	03/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base + Construction Phase, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.01	A

Arms

Arms

Arm	Name	Description	Arm type
A	A165 (N)		Major
B	Land Area B		Minor
C	A165 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A165 (S)	7.70			175.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Land Area B	One lane	4.40	45	30

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	578	0.098	0.248	0.156	0.354
B-C	733	0.104	0.262	-	-
C-B	675	0.242	0.242	-	-

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	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	487	100.000
B - Land Area B		ONE HOUR	✓	0	100.000
C - A165 (S)		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	5	482
	B - Land Area B	0	0	0
	C - A165 (S)	687	1	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	13
	B - Land Area B	0	0	0
	C - A165 (S)	9	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	4.06	0.0	A	3	4
C-A					629	943
A-B					5	7
A-C					442	663

Main Results for each time segment

00:00 - 00:15

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-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	935	0.002	2	0.0	0.0	4.042	A
C-A	516	129			516				
A-B	4	0.94			4				
A-C	363	91			363				

00:15 - 00:30

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-AC	0	0	466	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	992	0.002	2	0.0	0.0	3.828	A
C-A	616	154			616				
A-B	4	1			4				
A-C	433	108			433				

00:30 - 00:45

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-AC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.94	1073	0.003	4	0.0	0.0	3.567	A
C-A	754	188			754				
A-B	6	1			6				
A-C	531	133			531				

00:45 - 01:00

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-AC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.94	1073	0.003	4	0.0	0.0	3.577	A
C-A	754	188			754				
A-B	6	1			6				
A-C	531	133			531				

01:00 - 01:15

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-AC	0	0	466	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	992	0.002	2	0.0	0.0	3.857	A
C-A	616	154			616				
A-B	4	1			4				
A-C	433	108			433				

01:15 - 01:30

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-AC	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.42	935	0.002	2	0.0	0.0	4.059	A
C-A	516	129			516				
A-B	4	0.94			4				
A-C	363	91			363				

2026 Base + Construction Phase, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.06	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
D2	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A165 (N)		ONE HOUR	✓	753	100.000
B - Land Area B		ONE HOUR	✓	6	100.000
C - A165 (S)		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	753
	B - Land Area B	5	0	1
	C - A165 (S)	515	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A165 (N)	B - Land Area B	C - A165 (S)
From	A - A165 (N)	0	0	5
	B - Land Area B	0	0	0
	C - A165 (S)	6	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-AC	0.02	11.97	0.0	B	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					473	709
A-B					0	0
A-C					691	1036

Main Results for each time segment

00:00 - 00:15

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-AC	5	1	401	0.011	4	0.0	0.0	9.078	A
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	0	0			0				
A-C	567	142			567				

00:15 - 00:30

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-AC	5	1	362	0.015	5	0.0	0.0	10.097	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
A-B	0	0			0				
A-C	677	169			677				

00:30 - 00:45

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-AC	7	2	307	0.021	7	0.0	0.0	11.967	B
C-AB	0	0	474	0.000	0	0.0	0.0	0.000	A
C-A	567	142			567				
A-B	0	0			0				
A-C	829	207			829				

00:45 - 01:00

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-AC	7	2	307	0.021	7	0.0	0.0	11.967	B
C-AB	0	0	474	0.000	0	0.0	0.0	0.000	A
C-A	567	142			567				
A-B	0	0			0				
A-C	829	207			829				

01:00 - 01:15

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-AC	5	1	362	0.015	5	0.0	0.0	10.099	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
A-B	0	0			0				
A-C	677	169			677				

01:15 - 01:30

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-AC	5	1	401	0.011	5	0.0	0.0	9.081	A
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	0	0			0				
A-C	567	142			567				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A1035_Meaux Lane Priority (ES).j10
Path: C:\Users\[redacted]OneDrive - RSK Group\SCP Job Library 2025 - 250491 - Peartree Hill Solar Farm – Stage 4\03 Data\Traffic modelling\Junction Models (ES)
Report generation date: 22/08/2025 14:20:33

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.6	16.99	0.37	C	D2	0.3	13.54	0.23	B
Stream C-AB		0.0	7.48	0.04	A		0.1	7.08	0.10	A
	2026 Base + Construction Phase									
Stream B-AC	D3	0.7	18.11	0.39	C	D4	0.5	15.74	0.35	C
Stream C-AB		0.1	7.95	0.08	A		0.1	7.14	0.11	A

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

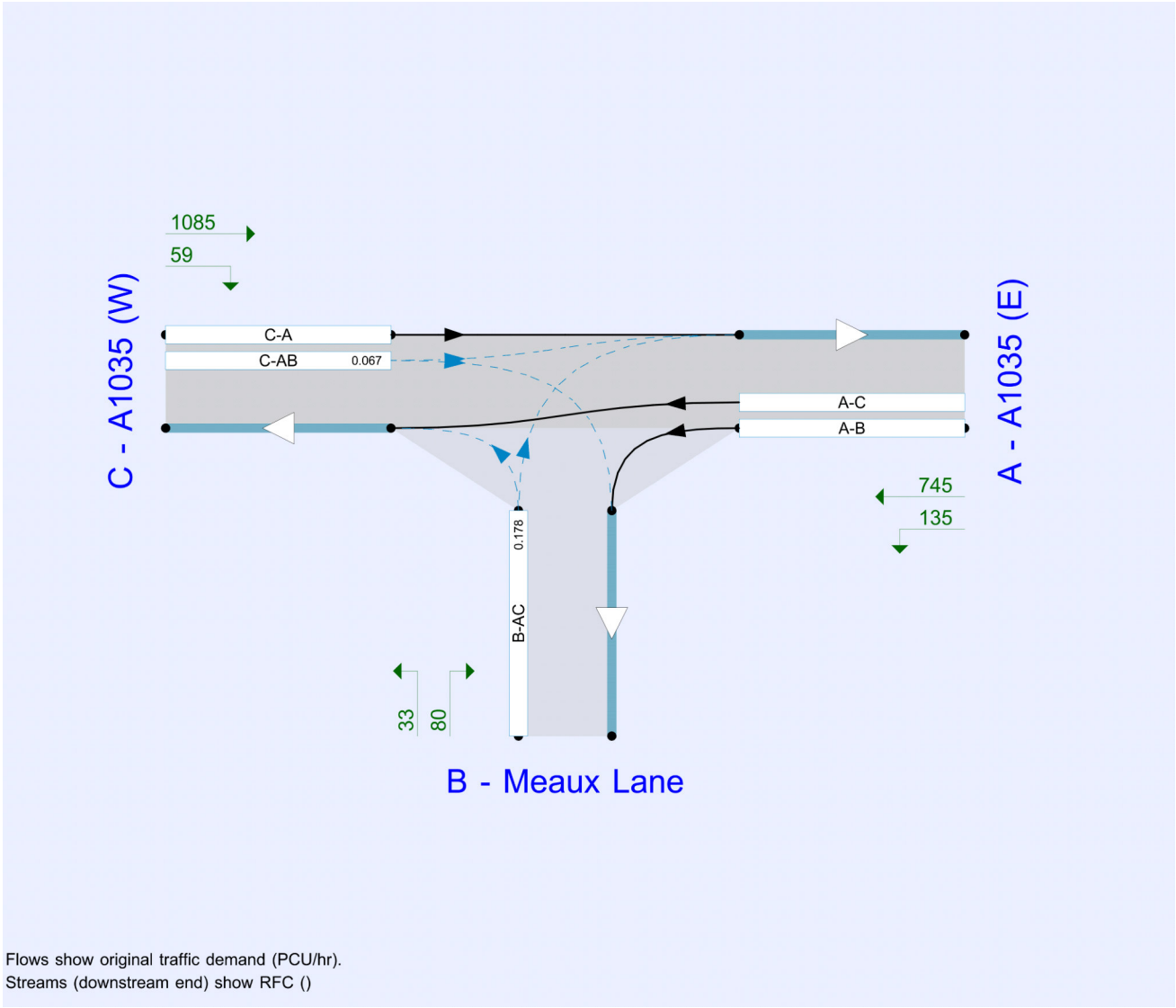
File summary

File Description

Title	
Location	
Site number	
Date	03/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\c[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓
D4	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	A1035 (E)		Major
B	Meaux Lane		Minor
C	A1035 (W)		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 - A1035 (W)	11.75		✓	3.50	250.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Meaux Lane	One lane	4.28	190	155

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	701	0.092	0.232	0.146	0.331
B-C	814	0.098	0.247	-	-
C-B	820	0.238	0.238	-	-

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	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1035 (E)		ONE HOUR	✓	1102	100.000
B - Meaux Lane		ONE HOUR	✓	118	100.000
C - A1035 (W)		ONE HOUR	✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	82	1020
	B - Meaux Lane	84	0	34
	C - A1035 (W)	740	19	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	1	6
	B - Meaux Lane	4	0	3
	C - A1035 (W)	6	6	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-AC	0.37	16.99	0.6	C	108	162
C-AB	0.04	7.48	0.0	A	17	26
C-A					679	1019
A-B					75	113
A-C					936	1404

Main Results for each time segment

00:00 - 00:15

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-AC	89	22	473	0.188	88	0.0	0.2	9.669	A
C-AB	14	4	623	0.023	14	0.0	0.0	6.271	A
C-A	557	139			557				
A-B	62	15			62				
A-C	768	192			768				

00:15 - 00:30

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-AC	106	27	422	0.252	106	0.2	0.3	11.792	B
C-AB	17	4	584	0.029	17	0.0	0.0	6.726	A
C-A	665	166			665				
A-B	74	18			74				
A-C	917	229			917				

00:30 - 00:45

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-AC	130	32	349	0.372	129	0.3	0.6	16.847	C
C-AB	21	5	531	0.039	21	0.0	0.0	7.476	A
C-A	815	204			815				
A-B	90	23			90				
A-C	1123	281			1123				

00:45 - 01:00

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-AC	130	32	349	0.372	130	0.6	0.6	16.994	C
C-AB	21	5	531	0.039	21	0.0	0.0	7.476	A
C-A	815	204			815				
A-B	90	23			90				
A-C	1123	281			1123				

01:00 - 01:15

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-AC	106	27	422	0.252	107	0.6	0.4	11.904	B
C-AB	17	4	584	0.029	17	0.0	0.0	6.727	A
C-A	665	166			665				
A-B	74	18			74				
A-C	917	229			917				

01:15 - 01:30

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-AC	89	22	473	0.188	89	0.4	0.2	9.738	A
C-AB	14	4	623	0.023	14	0.0	0.0	6.272	A
C-A	557	139			557				
A-B	62	15			62				
A-C	768	192			768				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		0.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.65	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	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1035 (E)		ONE HOUR	✓	880	100.000
B - Meaux Lane		ONE HOUR	✓	71	100.000
C - A1035 (W)		ONE HOUR	✓	1124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	135	745
	B - Meaux Lane	55	0	16
	C - A1035 (W)	1069	55	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	0	3
	B - Meaux Lane	0	0	0
	C - A1035 (W)	2	4	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-AC	0.23	13.54	0.3	B	65	98
C-AB	0.10	7.08	0.1	A	50	76
C-A					981	1471
A-B					124	186
A-C					684	1025

Main Results for each time segment

00:00 - 00:15

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-AC	53	13	468	0.114	53	0.0	0.1	8.653	A
C-AB	41	10	663	0.063	41	0.0	0.1	6.022	A
C-A	805	201			805				
A-B	102	25			102				
A-C	561	140			561				

00:15 - 00:30

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-AC	64	16	417	0.153	64	0.1	0.2	10.184	B
C-AB	49	12	632	0.078	49	0.1	0.1	6.427	A
C-A	961	240			961				
A-B	121	30			121				
A-C	670	167			670				

00:30 - 00:45

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-AC	78	20	344	0.227	78	0.2	0.3	13.497	B
C-AB	61	15	589	0.103	60	0.1	0.1	7.074	A
C-A	1177	294			1177				
A-B	149	37			149				
A-C	820	205			820				

00:45 - 01:00

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-AC	78	20	344	0.227	78	0.3	0.3	13.544	B
C-AB	61	15	589	0.103	61	0.1	0.1	7.077	A
C-A	1177	294			1177				
A-B	149	37			149				
A-C	820	205			820				

01:00 - 01:15

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-AC	64	16	417	0.153	64	0.3	0.2	10.224	B
C-AB	49	12	632	0.078	50	0.1	0.1	6.430	A
C-A	961	240			961				
A-B	121	30			121				
A-C	670	167			670				

01:15 - 01:30

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-AC	53	13	468	0.114	54	0.2	0.1	8.685	A
C-AB	41	10	663	0.063	41	0.1	0.1	6.031	A
C-A	805	201			805				
A-B	102	25			102				
A-C	561	140			561				

2026 Base + Construction Phase, AM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	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	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1035 (E)		ONE HOUR	✓	1143	100.000
B - Meaux Lane		ONE HOUR	✓	122	100.000
C - A1035 (W)		ONE HOUR	✓	777	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	107	1036
	B - Meaux Lane	84	0	38
	C - A1035 (W)	740	37	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	1	6
	B - Meaux Lane	4	0	3
	C - A1035 (W)	6	6	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-AC	0.39	18.11	0.7	C	112	168
C-AB	0.08	7.95	0.1	A	34	51
C-A					679	1019
A-B					98	147
A-C					951	1426

Main Results for each time segment

00:00 - 00:15

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-AC	92	23	468	0.196	91	0.0	0.2	9.862	A
C-AB	28	7	615	0.045	28	0.0	0.0	6.492	A
C-A	557	139			557				
A-B	81	20			81				
A-C	780	195			780				

00:15 - 00:30

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-AC	110	27	415	0.264	109	0.2	0.4	12.178	B
C-AB	33	8	576	0.058	33	0.0	0.1	7.036	A
C-A	665	166			665				
A-B	96	24			96				
A-C	931	233			931				

00:30 - 00:45

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-AC	134	34	340	0.395	133	0.4	0.7	17.915	C
C-AB	41	10	520	0.078	41	0.1	0.1	7.951	A
C-A	815	204			815				
A-B	118	29			118				
A-C	1141	285			1141				

00:45 - 01:00

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-AC	134	34	340	0.395	134	0.7	0.7	18.107	C
C-AB	41	10	520	0.078	41	0.1	0.1	7.954	A
C-A	815	204			815				
A-B	118	29			118				
A-C	1141	285			1141				

01:00 - 01:15

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-AC	110	27	415	0.264	111	0.7	0.4	12.306	B
C-AB	33	8	576	0.058	33	0.1	0.1	7.041	A
C-A	665	166			665				
A-B	96	24			96				
A-C	931	233			931				

01:15 - 01:30

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-AC	92	23	468	0.196	92	0.4	0.3	9.941	A
C-AB	28	7	615	0.045	28	0.1	0.1	6.498	A
C-A	557	139			557				
A-B	81	20			81				
A-C	780	195			780				

2026 Base + Construction Phase, PM

Data Errors and Warnings

No errors or warnings

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	A1035_Meaux Ln	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1035 (E)		ONE HOUR	✓	880	100.000
B - Meaux Lane		ONE HOUR	✓	113	100.000
C - A1035 (W)		ONE HOUR	✓	1144	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	135	745
	B - Meaux Lane	80	0	33
	C - A1035 (W)	1085	59	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A1035 (E)	B - Meaux Lane	C - A1035 (W)
From	A - A1035 (E)	0	0	3
	B - Meaux Lane	0	0	0
	C - A1035 (W)	2	4	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-AC	0.35	15.74	0.5	C	104	156
C-AB	0.11	7.14	0.1	A	54	81
C-A					996	1493
A-B					124	186
A-C					684	1025

Main Results for each time segment

00:00 - 00:15

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-AC	85	21	478	0.178	84	0.0	0.2	9.117	A
C-AB	44	11	663	0.067	44	0.0	0.1	6.051	A
C-A	817	204			817				
A-B	102	25			102				
A-C	561	140			561				

00:15 - 00:30

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-AC	102	25	427	0.238	101	0.2	0.3	11.046	B
C-AB	53	13	632	0.084	53	0.1	0.1	6.467	A
C-A	975	244			975				
A-B	121	30			121				
A-C	670	167			670				

00:30 - 00:45

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-AC	124	31	353	0.352	124	0.3	0.5	15.619	C
C-AB	65	16	589	0.110	65	0.1	0.1	7.134	A
C-A	1195	299			1195				
A-B	149	37			149				
A-C	820	205			820				

00:45 - 01:00

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-AC	124	31	353	0.352	124	0.5	0.5	15.737	C
C-AB	65	16	589	0.110	65	0.1	0.1	7.136	A
C-A	1195	299			1195				
A-B	149	37			149				
A-C	820	205			820				

01:00 - 01:15

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-AC	102	25	427	0.238	102	0.5	0.3	11.137	B
C-AB	53	13	632	0.084	53	0.1	0.1	6.470	A
C-A	975	244			975				
A-B	121	30			121				
A-C	670	167			670				

01:15 - 01:30

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-AC	85	21	478	0.178	85	0.3	0.2	9.175	A
C-AB	44	11	663	0.067	45	0.1	0.1	6.060	A
C-A	817	204			817				
A-B	102	25			102				
A-C	561	140			561				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Swinemoor Roundabout (ES).j10
Path: L:\Job Library\2023\230483 - Peartree Hill Solar Farm DCO\Traffic Data\Junction Models (ES)
Report generation date: 19/11/2024 11:11:11

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
1 - A1035 (E)	D1	0.2	1.82	0.13	A	D2	0.1	1.64	0.06	A
2 - Swinemoor Lane		0.2	2.83	0.12	A		0.2	2.50	0.17	A
3 - A1174 Hull Bridge Road		0.2	3.64	0.12	A		0.2	2.99	0.13	A
4 - A1035 Grange Way		0.2	3.03	0.14	A		0.1	2.48	0.10	A
	2026 Base + Construction Phase									
1 - A1035 (E)	D3	0.2	1.82	0.13	A	D4	0.1	1.62	0.08	A
2 - Swinemoor Lane		0.2	2.85	0.14	A		0.2	2.50	0.17	A
3 - A1174 Hull Bridge Road		0.2	3.69	0.12	A		0.2	2.99	0.13	A
4 - A1035 Grange Way		0.2	3.06	0.14	A		0.1	2.48	0.10	A

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

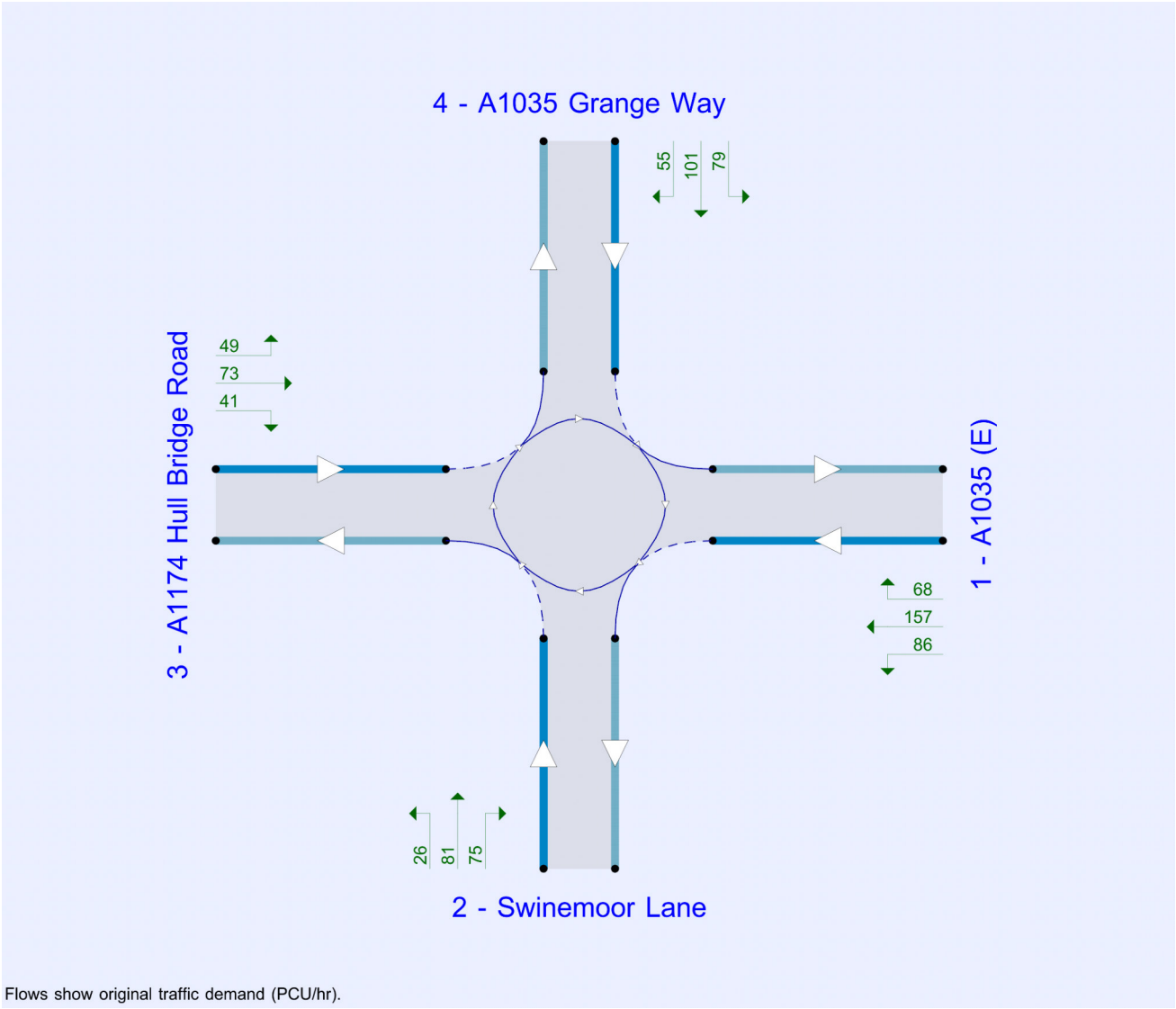
File summary

File Description

Title	
Location	
Site number	
Date	06/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓
D4	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Roundabout	Standard Roundabout		1, 2, 3, 4	2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A1035 (E)		
2	Swinemoor Lane		
3	A1174 Hull Bridge Road		
4	A1035 Grange Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A1035 (E)	5.91	11.57	25.0	41.7	60.0	32.0		
2 - Swinemoor Lane	3.69	7.00	19.7	43.5	60.0	21.0		
3 - A1174 Hull Bridge Road	4.04	7.48	10.1	42.2	60.0	45.0		
4 - A1035 Grange Way	5.04	7.98	10.1	42.2	60.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A1035 (E)	0.759	2837
2 - Swinemoor Lane	0.602	1872
3 - A1174 Hull Bridge Road	0.546	1678
4 - A1035 Grange Way	0.597	1957

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

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	2026 Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1035 (E)		ONE HOUR	✓	311	100.000
2 - Swinemoor Lane		ONE HOUR	✓	182	100.000
3 - A1174 Hull Bridge Road		ONE HOUR	✓	163	100.000
4 - A1035 Grange Way		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	86	157	68
	2 - Swinemoor Lane	75	0	26	81
	3 - A1174 Hull Bridge Road	73	41	0	49
	4 - A1035 Grange Way	79	101	55	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	4	19	37
	2 - Swinemoor Lane	4	0	36	26
	3 - A1174 Hull Bridge Road	40	18	0	57
	4 - A1035 Grange Way	44	9	83	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A1035 (E)	0.13	1.82	0.2	A	285	428
2 - Swinemoor Lane	0.12	2.83	0.2	A	167	251
3 - A1174 Hull Bridge Road	0.12	3.64	0.2	A	150	224
4 - A1035 Grange Way	0.14	3.03	0.2	A	216	323

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	234	59	148	2725	0.086	234	170	0.0	0.1	1.700	A
2 - Swinemoor Lane	137	34	210	1746	0.078	137	171	0.0	0.1	2.618	A
3 - A1174 Hull Bridge Road	123	31	168	1586	0.077	122	179	0.0	0.1	3.395	A
4 - A1035 Grange Way	177	44	142	1872	0.095	176	149	0.0	0.1	2.810	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	280	70	177	2702	0.103	279	204	0.1	0.1	1.747	A
2 - Swinemoor Lane	164	41	252	1721	0.095	164	205	0.1	0.1	2.704	A
3 - A1174 Hull Bridge Road	147	37	201	1568	0.093	146	214	0.1	0.1	3.495	A
4 - A1035 Grange Way	211	53	170	1855	0.114	211	178	0.1	0.2	2.897	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	342	86	217	2672	0.128	342	250	0.1	0.2	1.817	A
2 - Swinemoor Lane	200	50	308	1687	0.119	200	251	0.1	0.2	2.833	A
3 - A1174 Hull Bridge Road	179	45	246	1543	0.116	179	262	0.1	0.2	3.643	A
4 - A1035 Grange Way	259	65	208	1832	0.141	259	218	0.2	0.2	3.026	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	342	86	217	2672	0.128	342	250	0.2	0.2	1.817	A
2 - Swinemoor Lane	200	50	308	1687	0.119	200	251	0.2	0.2	2.833	A
3 - A1174 Hull Bridge Road	179	45	247	1543	0.116	179	262	0.2	0.2	3.643	A
4 - A1035 Grange Way	259	65	208	1832	0.141	259	218	0.2	0.2	3.026	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	280	70	177	2702	0.103	280	204	0.2	0.1	1.748	A
2 - Swinemoor Lane	164	41	252	1721	0.095	164	205	0.2	0.1	2.707	A
3 - A1174 Hull Bridge Road	147	37	202	1567	0.093	147	214	0.2	0.1	3.499	A
4 - A1035 Grange Way	211	53	170	1855	0.114	211	178	0.2	0.2	2.898	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	234	59	148	2724	0.086	234	171	0.1	0.1	1.700	A
2 - Swinemoor Lane	137	34	211	1745	0.079	137	172	0.1	0.1	2.619	A
3 - A1174 Hull Bridge Road	123	31	169	1585	0.077	123	179	0.1	0.1	3.396	A
4 - A1035 Grange Way	177	44	142	1872	0.095	177	149	0.2	0.1	2.811	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Roundabout	Standard Roundabout		1, 2, 3, 4	2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	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	2026 Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1035 (E)		ONE HOUR	✓	161	100.000
2 - Swinemoor Lane		ONE HOUR	✓	270	100.000
3 - A1174 Hull Bridge Road		ONE HOUR	✓	176	100.000
4 - A1035 Grange Way		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	52	74	35
	2 - Swinemoor Lane	133	0	39	98
	3 - A1174 Hull Bridge Road	123	20	0	33
	4 - A1035 Grange Way	73	50	34	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	2	18	47
	2 - Swinemoor Lane	1	0	8	3
	3 - A1174 Hull Bridge Road	3	26	0	34
	4 - A1035 Grange Way	4	4	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A1035 (E)	0.06	1.64	0.1	A	148	222
2 - Swinemoor Lane	0.17	2.50	0.2	A	248	372
3 - A1174 Hull Bridge Road	0.13	2.99	0.2	A	162	242
4 - A1035 Grange Way	0.10	2.48	0.1	A	144	216

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	121	30	78	2778	0.044	121	247	0.0	0.1	1.586	A
2 - Swinemoor Lane	203	51	107	1808	0.112	203	92	0.0	0.1	2.303	A
3 - A1174 Hull Bridge Road	133	33	200	1568	0.084	132	110	0.0	0.1	2.758	A
4 - A1035 Grange Way	118	30	207	1833	0.064	118	125	0.0	0.1	2.317	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	145	36	93	2766	0.052	145	296	0.1	0.1	1.607	A
2 - Swinemoor Lane	243	61	129	1795	0.135	243	110	0.1	0.2	2.381	A
3 - A1174 Hull Bridge Road	158	40	239	1547	0.102	158	132	0.1	0.1	2.852	A
4 - A1035 Grange Way	141	35	248	1809	0.078	141	149	0.1	0.1	2.383	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	177	44	114	2750	0.064	177	362	0.1	0.1	1.637	A
2 - Swinemoor Lane	297	74	157	1778	0.167	297	134	0.2	0.2	2.496	A
3 - A1174 Hull Bridge Road	194	48	293	1518	0.128	194	162	0.1	0.2	2.992	A
4 - A1035 Grange Way	173	43	304	1775	0.097	173	183	0.1	0.1	2.479	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	177	44	115	2750	0.064	177	362	0.1	0.1	1.637	A
2 - Swinemoor Lane	297	74	157	1778	0.167	297	134	0.2	0.2	2.496	A
3 - A1174 Hull Bridge Road	194	48	293	1518	0.128	194	162	0.2	0.2	2.992	A
4 - A1035 Grange Way	173	43	304	1775	0.097	173	183	0.1	0.1	2.479	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	145	36	94	2766	0.052	145	296	0.1	0.1	1.607	A
2 - Swinemoor Lane	243	61	129	1795	0.135	243	110	0.2	0.2	2.381	A
3 - A1174 Hull Bridge Road	158	40	239	1547	0.102	158	132	0.2	0.1	2.853	A
4 - A1035 Grange Way	141	35	248	1808	0.078	141	149	0.1	0.1	2.383	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	121	30	78	2777	0.044	121	248	0.1	0.1	1.586	A
2 - Swinemoor Lane	203	51	108	1808	0.112	203	92	0.2	0.1	2.306	A
3 - A1174 Hull Bridge Road	133	33	200	1568	0.085	133	111	0.1	0.1	2.761	A
4 - A1035 Grange Way	118	30	208	1832	0.065	118	125	0.1	0.1	2.318	A

2026 Base + Construction Phase, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Roundabout	Standard Roundabout		1, 2, 3, 4	2.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.70	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	2026 Base + Construction Phase	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1035 (E)		ONE HOUR	✓	311	100.000
2 - Swinemoor Lane		ONE HOUR	✓	210	100.000
3 - A1174 Hull Bridge Road		ONE HOUR	✓	163	100.000
4 - A1035 Grange Way		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	86	157	68
	2 - Swinemoor Lane	103	0	26	81
	3 - A1174 Hull Bridge Road	73	41	0	49
	4 - A1035 Grange Way	79	101	55	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	4	19	37
	2 - Swinemoor Lane	4	0	36	26
	3 - A1174 Hull Bridge Road	40	18	0	57
	4 - A1035 Grange Way	44	9	83	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A1035 (E)	0.13	1.82	0.2	A	285	428
2 - Swinemoor Lane	0.14	2.85	0.2	A	193	289
3 - A1174 Hull Bridge Road	0.12	3.69	0.2	A	150	224
4 - A1035 Grange Way	0.14	3.06	0.2	A	216	323

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	234	59	148	2725	0.086	234	191	0.0	0.1	1.700	A
2 - Swinemoor Lane	158	40	210	1746	0.091	158	171	0.0	0.1	2.609	A
3 - A1174 Hull Bridge Road	123	31	189	1574	0.078	122	179	0.0	0.1	3.422	A
4 - A1035 Grange Way	177	44	163	1859	0.095	176	149	0.0	0.1	2.830	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	280	70	177	2702	0.103	279	229	0.1	0.1	1.747	A
2 - Swinemoor Lane	189	47	252	1721	0.110	189	205	0.1	0.1	2.704	A
3 - A1174 Hull Bridge Road	147	37	226	1554	0.094	146	214	0.1	0.1	3.529	A
4 - A1035 Grange Way	211	53	195	1840	0.115	211	178	0.1	0.2	2.923	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	342	86	217	2672	0.128	342	281	0.1	0.2	1.817	A
2 - Swinemoor Lane	231	58	308	1687	0.137	231	251	0.1	0.2	2.846	A
3 - A1174 Hull Bridge Road	179	45	277	1526	0.118	179	262	0.1	0.2	3.688	A
4 - A1035 Grange Way	259	65	239	1814	0.143	259	218	0.2	0.2	3.062	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	342	86	217	2672	0.128	342	281	0.2	0.2	1.817	A
2 - Swinemoor Lane	231	58	308	1687	0.137	231	251	0.2	0.2	2.846	A
3 - A1174 Hull Bridge Road	179	45	277	1526	0.118	179	262	0.2	0.2	3.689	A
4 - A1035 Grange Way	259	65	239	1814	0.143	259	218	0.2	0.2	3.062	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	280	70	177	2702	0.103	280	229	0.2	0.1	1.748	A
2 - Swinemoor Lane	189	47	252	1721	0.110	189	205	0.2	0.1	2.704	A
3 - A1174 Hull Bridge Road	147	37	227	1554	0.094	147	214	0.2	0.1	3.533	A
4 - A1035 Grange Way	211	53	195	1840	0.115	211	178	0.2	0.2	2.927	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	234	59	148	2724	0.086	234	192	0.1	0.1	1.700	A
2 - Swinemoor Lane	158	40	211	1745	0.091	158	172	0.1	0.1	2.612	A
3 - A1174 Hull Bridge Road	123	31	190	1574	0.078	123	179	0.1	0.1	3.426	A
4 - A1035 Grange Way	177	44	163	1859	0.095	177	149	0.2	0.1	2.834	A

2026 Base + Construction Phase, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Roundabout	Standard Roundabout		1, 2, 3, 4	2.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.39	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	2026 Base + Construction Phase	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1035 (E)		ONE HOUR	✓	190	100.000
2 - Swinemoor Lane		ONE HOUR	✓	270	100.000
3 - A1174 Hull Bridge Road		ONE HOUR	✓	176	100.000
4 - A1035 Grange Way		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	81	74	35
	2 - Swinemoor Lane	133	0	39	98
	3 - A1174 Hull Bridge Road	123	20	0	33
	4 - A1035 Grange Way	73	50	34	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A1035 (E)	2 - Swinemoor Lane	3 - A1174 Hull Bridge Road	4 - A1035 Grange Way
From	1 - A1035 (E)	0	2	18	47
	2 - Swinemoor Lane	1	0	8	3
	3 - A1174 Hull Bridge Road	3	26	0	34
	4 - A1035 Grange Way	4	4	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A1035 (E)	0.08	1.62	0.1	A	174	262
2 - Swinemoor Lane	0.17	2.50	0.2	A	248	372
3 - A1174 Hull Bridge Road	0.13	2.99	0.2	A	162	242
4 - A1035 Grange Way	0.10	2.48	0.1	A	144	216

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	143	36	78	2778	0.052	143	247	0.0	0.1	1.563	A
2 - Swinemoor Lane	203	51	107	1808	0.112	203	113	0.0	0.1	2.303	A
3 - A1174 Hull Bridge Road	133	33	200	1568	0.084	132	110	0.0	0.1	2.758	A
4 - A1035 Grange Way	118	30	207	1833	0.064	118	125	0.0	0.1	2.317	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	171	43	93	2766	0.062	171	296	0.1	0.1	1.587	A
2 - Swinemoor Lane	243	61	129	1795	0.135	243	136	0.1	0.2	2.381	A
3 - A1174 Hull Bridge Road	158	40	239	1547	0.102	158	132	0.1	0.1	2.852	A
4 - A1035 Grange Way	141	35	248	1809	0.078	141	149	0.1	0.1	2.383	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	209	52	114	2750	0.076	209	362	0.1	0.1	1.621	A
2 - Swinemoor Lane	297	74	157	1778	0.167	297	166	0.2	0.2	2.496	A
3 - A1174 Hull Bridge Road	194	48	293	1518	0.128	194	162	0.1	0.2	2.992	A
4 - A1035 Grange Way	173	43	304	1775	0.097	173	183	0.1	0.1	2.479	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	209	52	115	2750	0.076	209	362	0.1	0.1	1.621	A
2 - Swinemoor Lane	297	74	157	1778	0.167	297	166	0.2	0.2	2.496	A
3 - A1174 Hull Bridge Road	194	48	293	1518	0.128	194	162	0.2	0.2	2.992	A
4 - A1035 Grange Way	173	43	304	1775	0.097	173	183	0.1	0.1	2.479	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	171	43	94	2766	0.062	171	296	0.1	0.1	1.590	A
2 - Swinemoor Lane	243	61	129	1795	0.135	243	136	0.2	0.2	2.383	A
3 - A1174 Hull Bridge Road	158	40	239	1547	0.102	158	132	0.2	0.1	2.855	A
4 - A1035 Grange Way	141	35	248	1808	0.078	141	149	0.1	0.1	2.385	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1035 (E)	143	36	78	2777	0.052	143	248	0.1	0.1	1.564	A
2 - Swinemoor Lane	203	51	108	1808	0.112	203	114	0.2	0.1	2.306	A
3 - A1174 Hull Bridge Road	133	33	200	1568	0.085	133	111	0.1	0.1	2.761	A
4 - A1035 Grange Way	118	30	208	1832	0.065	118	125	0.1	0.1	2.319	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: White Cross Roundabout (ES).j10
Path: L:\Job Library\2023\230483 - Peartree Hill Solar Farm DCO\Traffic Data\Junction Models (ES)
Report generation date: 19/11/2024 11:22:54

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
1 - A165 (E)	D1	0.5	1.83	0.30	A	D2	0.6	1.93	0.35	A
2 - A165 White Cross Road		1.1	5.08	0.49	A		0.5	3.53	0.34	A
3 - A1035		1.3	5.18	0.55	A		2.6	7.70	0.72	A
4 - Beverley Road		0.3	3.64	0.24	A		0.2	3.22	0.14	A
	2026 Base + Costruction Phase									
1 - A165 (E)	D5	0.5	1.86	0.30	A	D6	0.6	1.94	0.35	A
2 - A165 White Cross Road		1.1	5.23	0.51	A		0.6	3.61	0.35	A
3 - A1035		1.3	5.28	0.56	A		2.8	8.31	0.74	A
4 - Beverley Road		0.3	3.70	0.25	A		0.2	3.26	0.14	A

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

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

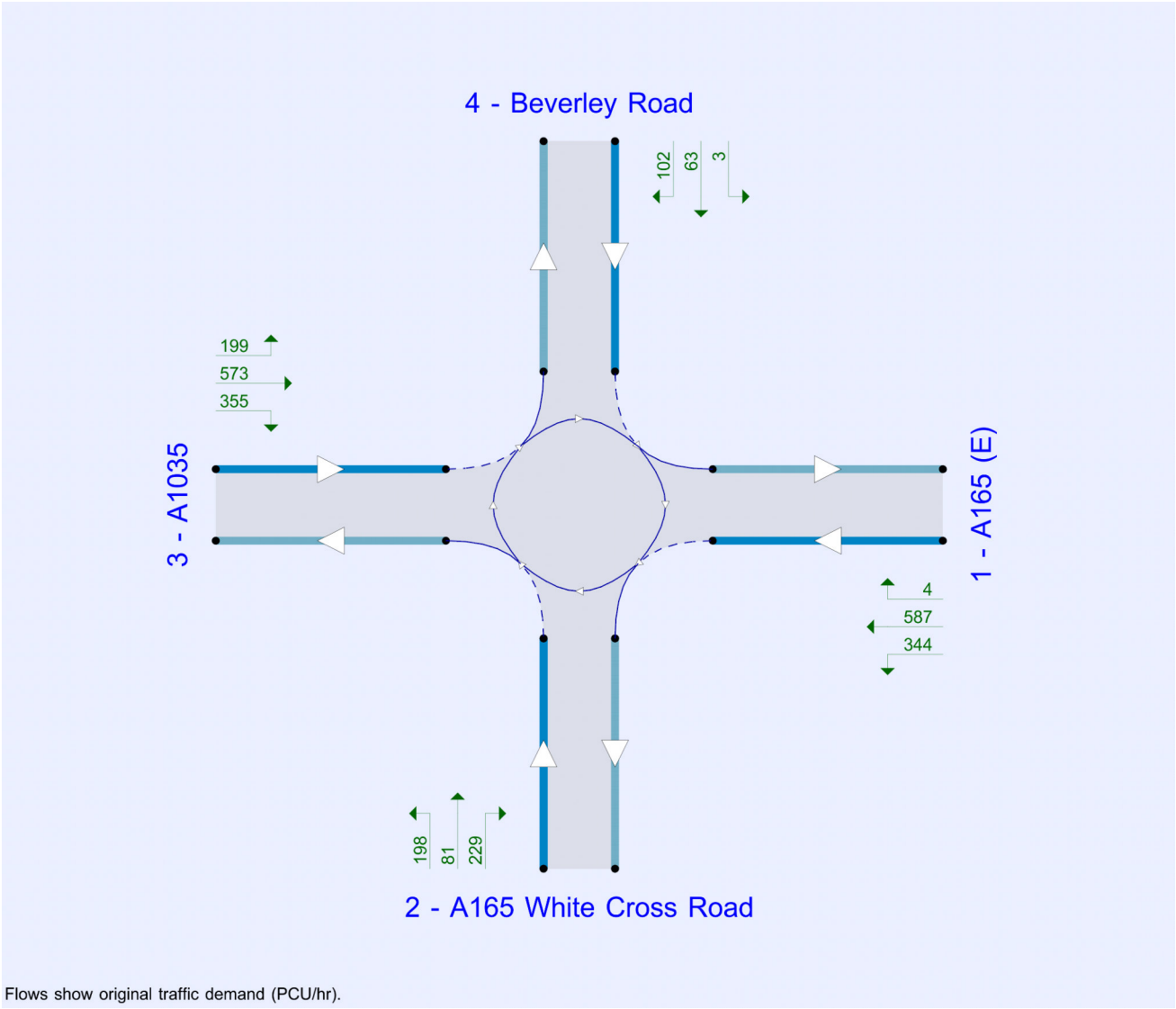
File summary

File Description

Title	
Location	
Site number	
Date	06/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\[redacted]
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2026 Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2026 Base + Costruction Phase	AM	ONE HOUR	07:15	08:45	15	✓
D6	2026 Base + Costruction Phase	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A165 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A165 White Cross Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A1035 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A165 (E)		
2	A165 White Cross Road		
3	A1035		
4	Beverley Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A165 (E)	8.70	10.60	77.0	41.0	70.0	16.0		
2 - A165 White Cross Road	4.20	7.20	32.7	33.0	70.0	30.0		
3 - A1035	3.40	6.80	37.8	25.0	70.0	27.0		
4 - Beverley Road	4.40	7.90	23.5	20.0	70.0	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A165 (E)	0.791	3403
2 - A165 White Cross Road	0.559	2013
3 - A1035	0.537	1867
4 - Beverley Road	0.547	2002

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

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	2026 Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A165 (E)		ONE HOUR	✓	814	100.000
2 - A165 White Cross Road		ONE HOUR	✓	685	100.000
3 - A1035		ONE HOUR	✓	818	100.000
4 - Beverley Road		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	207	578	29
	2 - A165 White Cross Road	316	0	325	44
	3 - A1035	570	187	0	61
	4 - Beverley Road	49	62	186	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	11	7	8
	2 - A165 White Cross Road	14	0	4	10
	3 - A1035	6	7	0	3
	4 - Beverley Road	4	7	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A165 (E)	0.30	1.83	0.5	A	747	1120
2 - A165 White Cross Road	0.49	5.08	1.1	A	629	943
3 - A1035	0.55	5.18	1.3	A	751	1126
4 - Beverley Road	0.24	3.64	0.3	A	273	409

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	613	153	326	3145	0.195	612	701	0.0	0.3	1.535	A
2 - A165 White Cross Road	516	129	596	1680	0.307	514	342	0.0	0.5	3.352	A
3 - A1035	616	154	292	1710	0.360	613	818	0.0	0.6	3.471	A
4 - Beverley Road	224	56	805	1561	0.143	223	101	0.0	0.2	2.795	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	732	183	391	3094	0.237	731	840	0.3	0.3	1.645	A
2 - A165 White Cross Road	616	154	713	1615	0.381	615	410	0.5	0.7	3.915	A
3 - A1035	735	184	349	1680	0.438	734	978	0.6	0.8	4.034	A
4 - Beverley Road	267	67	963	1474	0.181	267	120	0.2	0.2	3.099	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	896	224	478	3025	0.296	896	1027	0.3	0.5	1.826	A
2 - A165 White Cross Road	754	189	873	1525	0.494	753	501	0.7	1.1	5.058	A
3 - A1035	901	225	427	1638	0.550	899	1198	0.8	1.3	5.152	A
4 - Beverley Road	327	82	1179	1356	0.241	327	147	0.2	0.3	3.635	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	896	224	479	3024	0.296	896	1029	0.5	0.5	1.826	A
2 - A165 White Cross Road	754	189	873	1525	0.495	754	502	1.1	1.1	5.080	A
3 - A1035	901	225	428	1637	0.550	901	1199	1.3	1.3	5.179	A
4 - Beverley Road	327	82	1181	1355	0.241	327	148	0.3	0.3	3.639	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	732	183	392	3093	0.237	732	843	0.5	0.3	1.646	A
2 - A165 White Cross Road	616	154	713	1614	0.381	617	411	1.1	0.7	3.934	A
3 - A1035	735	184	351	1679	0.438	737	980	1.3	0.8	4.059	A
4 - Beverley Road	267	67	967	1472	0.181	267	121	0.3	0.2	3.108	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	613	153	328	3144	0.195	613	705	0.3	0.3	1.536	A
2 - A165 White Cross Road	516	129	597	1679	0.307	516	344	0.7	0.5	3.369	A
3 - A1035	616	154	293	1710	0.360	617	821	0.8	0.6	3.493	A
4 - Beverley Road	224	56	809	1559	0.143	224	101	0.2	0.2	2.803	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A165 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A165 White Cross Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A1035 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	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	2026 Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A165 (E)		ONE HOUR	✓	935	100.000
2 - A165 White Cross Road		ONE HOUR	✓	488	100.000
3 - A1035		ONE HOUR	✓	1099	100.000
4 - Beverley Road		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	344	587	4
	2 - A165 White Cross Road	224	0	185	79
	3 - A1035	568	343	0	188
	4 - Beverley Road	3	63	102	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	5	3	0
	2 - A165 White Cross Road	5	0	2	0
	3 - A1035	2	1	0	3
	4 - Beverley Road	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A165 (E)	0.35	1.93	0.6	A	858	1287
2 - A165 White Cross Road	0.34	3.53	0.5	A	448	672
3 - A1035	0.72	7.70	2.6	A	1008	1513
4 - Beverley Road	0.14	3.22	0.2	A	154	231

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	704	176	381	3102	0.227	703	596	0.0	0.3	1.556	A
2 - A165 White Cross Road	367	92	521	1722	0.213	366	563	0.0	0.3	2.732	A
3 - A1035	827	207	230	1743	0.475	824	657	0.0	0.9	3.971	A
4 - Beverley Road	126	32	851	1536	0.082	126	203	0.0	0.1	2.588	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	841	210	456	3042	0.276	840	714	0.3	0.4	1.694	A
2 - A165 White Cross Road	439	110	623	1665	0.263	438	674	0.3	0.4	3.023	A
3 - A1035	988	247	276	1719	0.575	986	785	0.9	1.4	4.991	A
4 - Beverley Road	151	38	1019	1444	0.105	151	243	0.1	0.1	2.821	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	1029	257	558	2962	0.348	1029	873	0.4	0.6	1.931	A
2 - A165 White Cross Road	537	134	763	1587	0.339	537	824	0.4	0.5	3.530	A
3 - A1035	1210	303	338	1686	0.718	1205	962	1.4	2.5	7.557	A
4 - Beverley Road	185	46	1246	1320	0.140	185	297	0.1	0.2	3.213	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	1029	257	559	2961	0.348	1029	875	0.6	0.6	1.933	A
2 - A165 White Cross Road	537	134	763	1587	0.339	537	826	0.5	0.5	3.533	A
3 - A1035	1210	303	338	1686	0.718	1210	962	2.5	2.6	7.698	A
4 - Beverley Road	185	46	1250	1318	0.140	185	298	0.2	0.2	3.220	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	841	210	458	3041	0.276	841	717	0.6	0.4	1.699	A
2 - A165 White Cross Road	439	110	623	1665	0.264	439	676	0.5	0.4	3.030	A
3 - A1035	988	247	276	1719	0.575	993	786	2.6	1.4	5.082	A
4 - Beverley Road	151	38	1024	1441	0.105	151	245	0.2	0.1	2.828	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	704	176	383	3100	0.227	704	600	0.4	0.3	1.558	A
2 - A165 White Cross Road	367	92	522	1721	0.213	368	565	0.4	0.3	2.742	A
3 - A1035	827	207	231	1743	0.475	829	658	1.4	0.9	4.022	A
4 - Beverley Road	126	32	856	1533	0.083	127	204	0.1	0.1	2.593	A

2026 Base + Costruction Phase, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A165 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A165 White Cross Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A1035 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	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	2026 Base + Costruction Phase	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A165 (E)		ONE HOUR	✓	829	100.000
2 - A165 White Cross Road		ONE HOUR	✓	697	100.000
3 - A1035		ONE HOUR	✓	831	100.000
4 - Beverley Road		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	212	588	29
	2 - A165 White Cross Road	316	0	337	44
	3 - A1035	570	200	0	61
	4 - Beverley Road	49	64	191	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	11	7	8
	2 - A165 White Cross Road	14	0	4	10
	3 - A1035	6	7	0	3
	4 - Beverley Road	4	7	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A165 (E)	0.30	1.86	0.5	A	761	1141
2 - A165 White Cross Road	0.51	5.23	1.1	A	640	959
3 - A1035	0.56	5.28	1.3	A	763	1144
4 - Beverley Road	0.25	3.70	0.3	A	279	418

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	624	156	341	3133	0.199	623	701	0.0	0.3	1.549	A
2 - A165 White Cross Road	525	131	607	1674	0.314	523	357	0.0	0.5	3.394	A
3 - A1035	626	156	292	1711	0.366	623	838	0.0	0.6	3.503	A
4 - Beverley Road	229	57	814	1556	0.147	228	101	0.0	0.2	2.817	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	745	186	409	3080	0.242	745	840	0.3	0.3	1.665	A
2 - A165 White Cross Road	627	157	726	1607	0.390	626	428	0.5	0.7	3.983	A
3 - A1035	747	187	349	1680	0.445	746	1003	0.6	0.8	4.083	A
4 - Beverley Road	273	68	975	1468	0.186	273	120	0.2	0.2	3.132	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	913	228	500	3007	0.303	912	1027	0.3	0.5	1.855	A
2 - A165 White Cross Road	767	192	889	1516	0.506	766	523	0.7	1.1	5.204	A
3 - A1035	915	229	427	1638	0.559	913	1227	0.8	1.3	5.252	A
4 - Beverley Road	335	84	1193	1349	0.248	334	147	0.2	0.3	3.687	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	913	228	501	3007	0.304	913	1029	0.5	0.5	1.856	A
2 - A165 White Cross Road	767	192	890	1516	0.506	767	524	1.1	1.1	5.229	A
3 - A1035	915	229	428	1637	0.559	915	1229	1.3	1.3	5.283	A
4 - Beverley Road	335	84	1196	1347	0.248	335	148	0.3	0.3	3.695	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	745	186	410	3079	0.242	746	843	0.5	0.3	1.666	A
2 - A165 White Cross Road	627	157	727	1607	0.390	628	429	1.1	0.7	4.005	A
3 - A1035	747	187	351	1679	0.445	749	1005	1.3	0.9	4.113	A
4 - Beverley Road	273	68	979	1466	0.186	274	121	0.3	0.2	3.139	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	624	156	343	3132	0.199	624	705	0.3	0.3	1.552	A
2 - A165 White Cross Road	525	131	609	1673	0.314	526	359	0.7	0.5	3.414	A
3 - A1035	626	156	293	1710	0.366	627	841	0.9	0.6	3.525	A
4 - Beverley Road	229	57	819	1553	0.147	229	101	0.2	0.2	2.826	A

2026 Base + Costruction Phase, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A165 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A165 White Cross Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A1035 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	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	2026 Base + Costruction Phase	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A165 (E)		ONE HOUR	✓	935	100.000
2 - A165 White Cross Road		ONE HOUR	✓	508	100.000
3 - A1035		ONE HOUR	✓	1127	100.000
4 - Beverley Road		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	344	587	4
	2 - A165 White Cross Road	229	0	198	81
	3 - A1035	573	355	0	199
	4 - Beverley Road	3	63	102	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A165 (E)	2 - A165 White Cross Road	3 - A1035	4 - Beverley Road
From	1 - A165 (E)	0	5	3	0
	2 - A165 White Cross Road	5	0	2	0
	3 - A1035	2	1	0	3
	4 - Beverley Road	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A165 (E)	0.35	1.94	0.6	A	858	1287
2 - A165 White Cross Road	0.35	3.61	0.6	A	466	699
3 - A1035	0.74	8.31	2.8	A	1034	1551
4 - Beverley Road	0.14	3.26	0.2	A	154	231

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	704	176	390	3095	0.227	703	604	0.0	0.3	1.561	A
2 - A165 White Cross Road	382	96	521	1722	0.222	381	572	0.0	0.3	2.763	A
3 - A1035	848	212	236	1741	0.487	845	666	0.0	1.0	4.076	A
4 - Beverley Road	126	32	867	1527	0.083	126	213	0.0	0.1	2.604	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	841	210	467	3034	0.277	840	723	0.3	0.4	1.701	A
2 - A165 White Cross Road	457	114	623	1665	0.274	456	684	0.3	0.4	3.067	A
3 - A1035	1013	253	282	1716	0.591	1011	797	1.0	1.4	5.190	A
4 - Beverley Road	151	38	1038	1433	0.105	151	255	0.1	0.1	2.844	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	1029	257	571	2952	0.349	1029	883	0.4	0.6	1.942	A
2 - A165 White Cross Road	559	140	762	1587	0.352	559	837	0.4	0.6	3.605	A
3 - A1035	1241	310	345	1682	0.738	1236	976	1.4	2.8	8.120	A
4 - Beverley Road	185	46	1269	1307	0.142	185	312	0.1	0.2	3.251	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	1029	257	572	2950	0.349	1029	886	0.6	0.6	1.943	A
2 - A165 White Cross Road	559	140	763	1587	0.353	559	839	0.6	0.6	3.608	A
3 - A1035	1241	310	346	1682	0.738	1241	977	2.8	2.8	8.306	A
4 - Beverley Road	185	46	1274	1305	0.142	185	313	0.2	0.2	3.258	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	841	210	469	3032	0.277	841	727	0.6	0.4	1.706	A
2 - A165 White Cross Road	457	114	624	1665	0.274	457	687	0.6	0.4	3.072	A
3 - A1035	1013	253	283	1715	0.591	1018	798	2.8	1.5	5.300	A
4 - Beverley Road	151	38	1045	1430	0.106	151	256	0.2	0.1	2.855	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A165 (E)	704	176	392	3093	0.228	704	607	0.4	0.3	1.565	A
2 - A165 White Cross Road	382	96	522	1721	0.222	383	574	0.4	0.3	2.772	A
3 - A1035	848	212	237	1740	0.488	851	668	1.5	1.0	4.132	A
4 - Beverley Road	126	32	873	1524	0.083	127	214	0.1	0.1	2.612	A

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