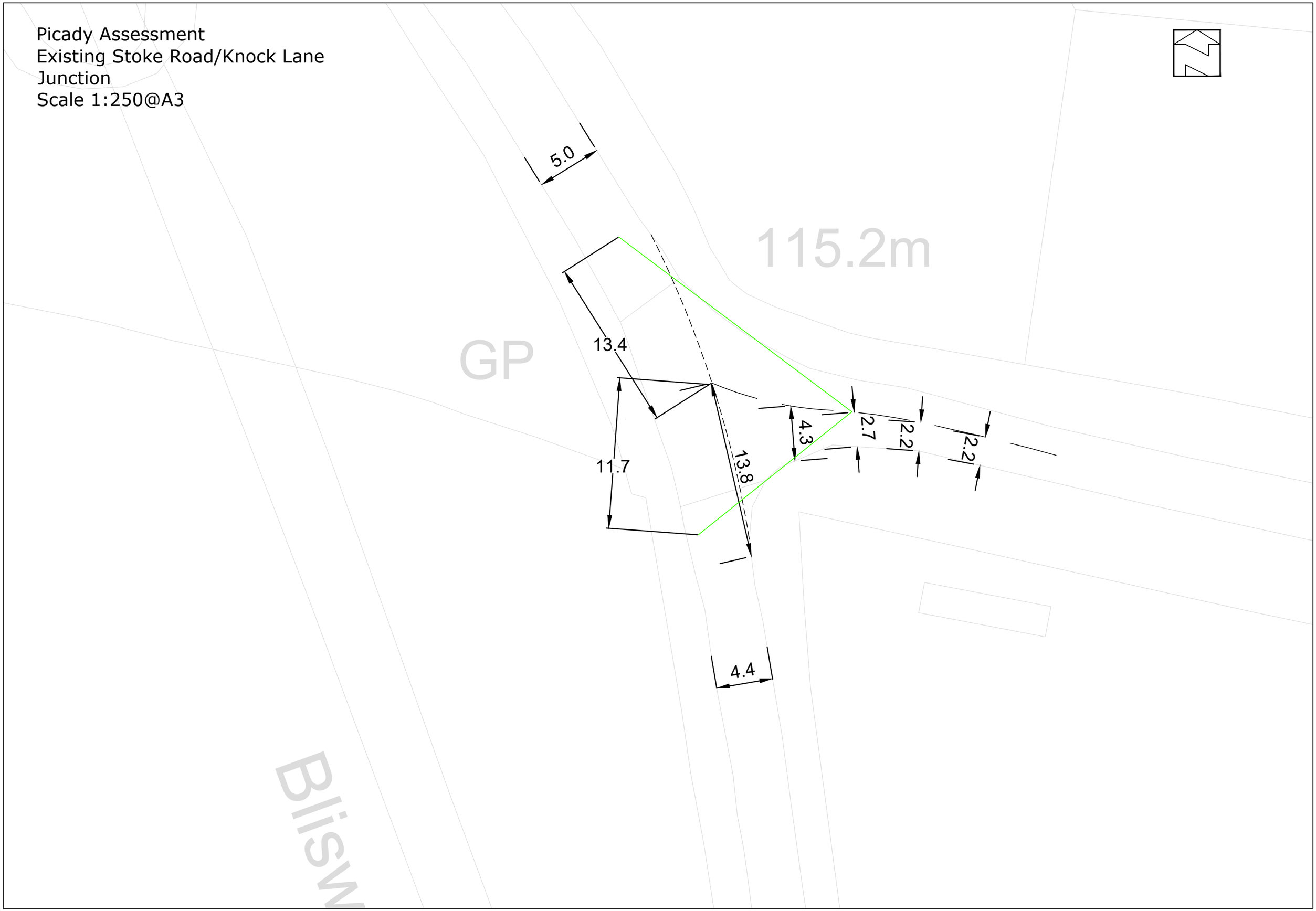
Appendix 55
C27 Stoke Road/Knock Lane assessment results

STOKE ROAD/KNOCK LANE
Existing Junction Model
2031

Picady Assessment
Existing Stoke Road/Knock Lane
Junction
Scale 1:250@A3



Junctions 8

PICADY 8 - Priority Intersection Module

Filename: ADC 1475 N'hants Gateway J11 Knock Lane D1.arc8
Path: C:\Users\ADCteam\Dropbox\~ JN8 TEMP
Report generation date: 12/04/2018 14:00:05

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2031 D1					
Stream B-C	0.00	0.00	0.00	0.00	0.00	0.00
Stream B-A	0.17	11.32	0.15	0.08	10.90	0.07
Stream C-AB	0.00	0.00	0.00	0.00	0.00	0.00
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

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

"D3 - 2031 D1, AM " model duration: 07:45 - 09:15
"D4 - 2031 D1, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.4.487 at 12/04/2018 14:00:03

File summary

Title	(untitled)
Location	
Site Number	
Date	04/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADCteam
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

2031 D1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 D1, AM	2031 D1	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		11.32	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stoke Road North		Major
B	B	Knock Lane		Minor
C	C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	35.34	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.28	2.69	2.21	2.20	✓	1.00	12	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	501.633	0.091	0.231	0.145	0.330
1	B-C	758.995	0.116	0.294	-	-
1	C-B	594.429	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.30				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	466.00	100.000
B	ONE HOUR	✓	50.00	100.000
C	ONE HOUR	✓	148.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	89.000	377.000
	B	50.000	0.000	0.000
	C	148.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.035	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	2.7	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.15	11.32	0.17	B	45.88	68.82	11.88	10.36	0.13	11.88	10.36
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	135.81	203.71	-	-	-	-	-
A-B	-	-	-	-	81.67	122.50	-	-	-	-	-
A-C	-	-	-	-	345.94	518.91	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	652.55	0.000	0.00	0.00	0.000	A
B-A	37.64	9.41	37.25	0.00	413.78	0.091	0.00	0.10	9.551	A
C-AB	0.00	0.00	0.00	0.00	513.63	0.000	0.00	0.00	0.000	A
C-A	111.42	27.86	111.42	0.00	-	-	-	-	-	-
A-B	67.00	16.75	67.00	0.00	-	-	-	-	-	-
A-C	283.83	70.96	283.83	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	631.45	0.000	0.00	0.00	0.000	A
B-A	44.95	11.24	44.84	0.00	396.72	0.113	0.10	0.13	10.227	B
C-AB	0.00	0.00	0.00	0.00	497.95	0.000	0.00	0.00	0.000	A
C-A	133.05	33.26	133.05	0.00	-	-	-	-	-	-
A-B	80.01	20.00	80.01	0.00	-	-	-	-	-	-
A-C	338.92	84.73	338.92	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.25	0.000	0.00	0.00	0.000	A
B-A	55.05	13.76	54.87	0.00	373.15	0.148	0.13	0.17	11.305	B
C-AB	0.00	0.00	0.00	0.00	476.26	0.000	0.00	0.00	0.000	A
C-A	162.95	40.74	162.95	0.00	-	-	-	-	-	-
A-B	97.99	24.50	97.99	0.00	-	-	-	-	-	-
A-C	415.08	103.77	415.08	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.17	0.000	0.00	0.00	0.000	A
B-A	55.05	13.76	55.05	0.00	373.15	0.148	0.17	0.17	11.316	B
C-AB	0.00	0.00	0.00	0.00	476.26	0.000	0.00	0.00	0.000	A
C-A	162.95	40.74	162.95	0.00	-	-	-	-	-	-
A-B	97.99	24.50	97.99	0.00	-	-	-	-	-	-
A-C	415.08	103.77	415.08	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	631.33	0.000	0.00	0.00	0.000	A
B-A	44.95	11.24	45.12	0.00	396.72	0.113	0.17	0.13	10.243	B
C-AB	0.00	0.00	0.00	0.00	497.95	0.000	0.00	0.00	0.000	A
C-A	133.05	33.26	133.05	0.00	-	-	-	-	-	-
A-B	80.01	20.00	80.01	0.00	-	-	-	-	-	-
A-C	338.92	84.73	338.92	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	652.34	0.000	0.00	0.00	0.000	A
B-A	37.64	9.41	37.76	0.00	413.78	0.091	0.13	0.10	9.578	A
C-AB	0.00	0.00	0.00	0.00	513.63	0.000	0.00	0.00	0.000	A
C-A	111.42	27.86	111.42	0.00	-	-	-	-	-	-
A-B	67.00	16.75	67.00	0.00	-	-	-	-	-	-
A-C	283.83	70.96	283.83	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.42	0.09	9.551	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.84	0.12	10.227	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	2.48	0.17	11.305	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	2.57	0.17	11.316	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	2.00	0.13	10.243	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.56	0.10	9.578	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

2031 D1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D4 - 2031 D1, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 D1, PM	2031 D1	PM		ONE HOUR	16:30	18:00	90	15	✓			✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		10.90	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stoke Road North		Major
B	B	Knock Lane		Minor
C	C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	35.34	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.28	2.69	2.21	2.20	✓	1.00	12	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	501.633	0.091	0.231	0.145	0.330
1	B-C	758.995	0.116	0.294	-	-
1	C-B	594.429	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.30				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	294.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	551.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	109.000	185.000
	B	23.000	0.000	0.000
	C	551.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.37	0.63
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.014	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	1.1	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.07	10.90	0.08	B	23.00	23.00	3.96	10.34	0.04	5.31	10.06
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	551.00	551.00	-	-	-	-	-
A-B	-	-	-	-	109.00	109.00	-	-	-	-	-
A-C	-	-	-	-	185.00	185.00	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	689.16	0.000	0.00	0.00	0.000	A
B-A	20.68	5.17	20.63	0.00	382.31	0.054	0.04	0.06	9.952	A
C-AB	0.00	0.00	0.00	0.00	533.56	0.000	0.00	0.00	0.000	A
C-A	495.34	123.83	495.34	0.00	-	-	-	-	-	-
A-B	97.99	24.50	97.99	0.00	-	-	-	-	-	-
A-C	166.31	41.58	166.31	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	672.82	0.000	0.00	0.00	0.000	A
B-A	25.32	6.33	25.25	0.00	355.49	0.071	0.06	0.08	10.898	B
C-AB	0.00	0.00	0.00	0.00	519.88	0.000	0.00	0.00	0.000	A
C-A	606.66	151.67	606.66	0.00	-	-	-	-	-	-
A-B	120.01	30.00	120.01	0.00	-	-	-	-	-	-
A-C	203.69	50.92	203.69	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	672.79	0.000	0.00	0.00	0.000	A
B-A	25.32	6.33	25.32	0.00	355.49	0.071	0.08	0.08	10.903	B
C-AB	0.00	0.00	0.00	0.00	519.88	0.000	0.00	0.00	0.000	A
C-A	606.66	151.67	606.66	0.00	-	-	-	-	-	-
A-B	120.01	30.00	120.01	0.00	-	-	-	-	-	-
A-C	203.69	50.92	203.69	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	689.10	0.000	0.00	0.00	0.000	A
B-A	20.68	5.17	20.75	0.00	382.31	0.054	0.08	0.06	9.960	A
C-AB	0.00	0.00	0.00	0.00	533.56	0.000	0.00	0.00	0.000	A
C-A	495.34	123.83	495.34	0.00	-	-	-	-	-	-
A-B	97.99	24.50	97.99	0.00	-	-	-	-	-	-
A-C	166.31	41.58	166.31	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.83	0.06	9.952	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.10	0.07	10.898	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

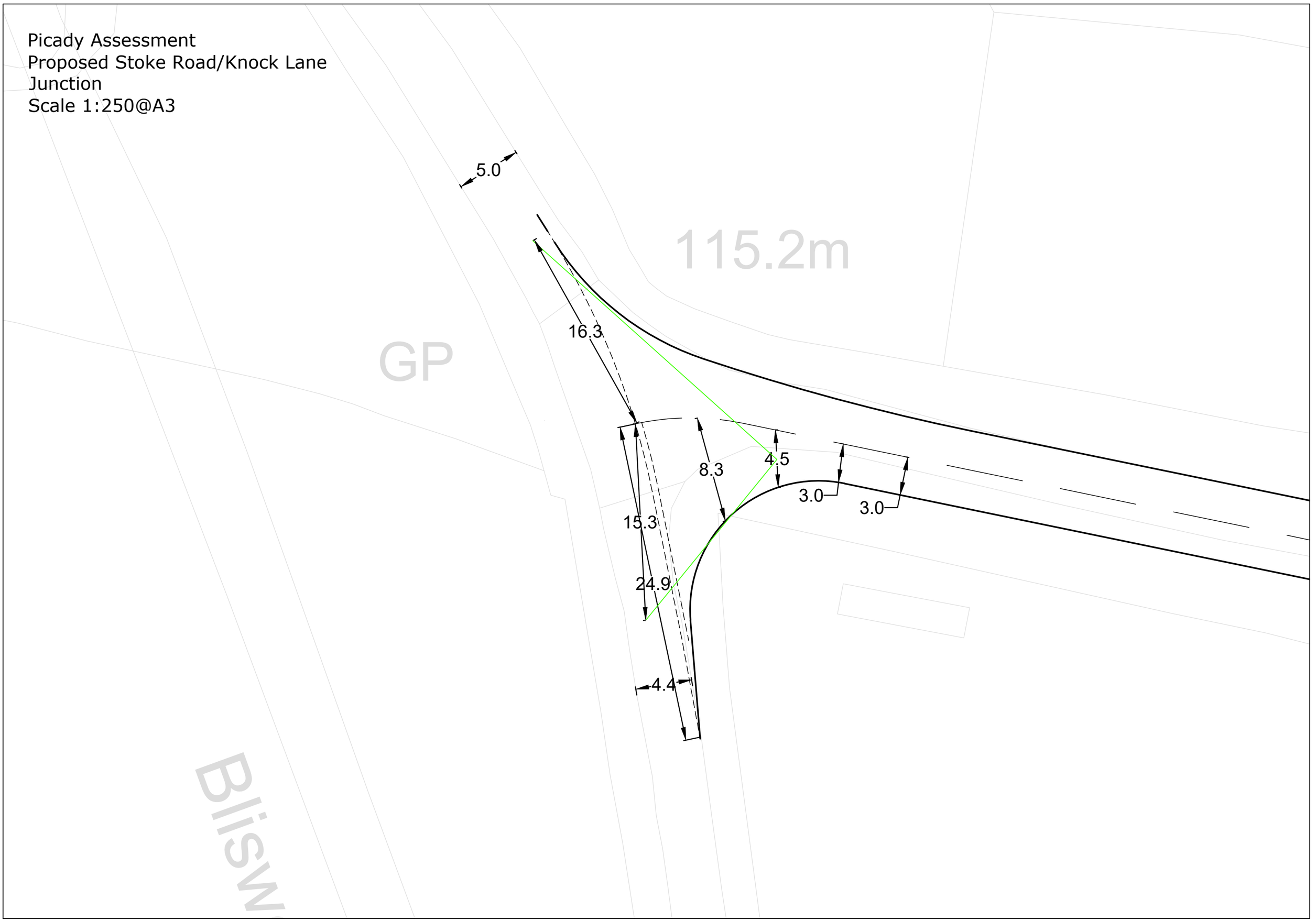
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.14	0.08	10.903	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.89	0.06	9.960	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

STOKE ROAD/KNOCK LANE
Mitigation Model
2031

Picady Assessment
Proposed Stoke Road/Knock Lane
Junction
Scale 1:250@A3



Junctions 8

PICADY 8 - Priority Intersection Module

Filename: ADC 1475 N'hants Gateway J11 Knock Lane J1d.arc8
Path: C:\Users\ADCteam\Dropbox\~ JN8 TEMP
Report generation date: 12/04/2018 14:03:46

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2031 J1d					
Stream B-C	0.00	0.00	0.00	0.00	0.00	0.00
Stream B-A	0.13	9.02	0.11	0.35	11.05	0.26
Stream C-AB	0.00	0.00	0.00	0.00	0.00	0.00
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

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

"D3 - 2031 J1d, AM " model duration: 07:45 - 09:15
"D4 - 2031 J1d, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.4.487 at 12/04/2018 14:03:43

File summary

Title	(untitled)
Location	
Site Number	
Date	04/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADCteam
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

2031 J1d, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 J1d, AM	2031 J1d	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		9.02	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stoke Road North		Major
B	B	Knock Lane		Minor
C	C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	31.65	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.29	4.47	3.02	3.00	✓	1.00	15	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.436	0.099	0.251	0.158	0.358
1	B-C	619.171	0.095	0.240	-	-
1	C-B	592.292	0.229	0.229	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.30				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	482.00	100.000
B	ONE HOUR	✓	47.00	100.000
C	ONE HOUR	✓	78.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	318.000	164.000
	B	47.000	0.000	0.000
	C	78.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.049	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	3.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.11	9.02	0.13	A	43.13	64.69	9.16	8.49	0.10	9.16	8.49
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	71.57	107.36	-	-	-	-	-
A-B	-	-	-	-	291.80	437.70	-	-	-	-	-
A-C	-	-	-	-	150.49	225.73	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	556.39	0.000	0.00	0.00	0.000	A
B-A	35.38	8.85	35.07	0.00	480.49	0.074	0.00	0.08	8.076	A
C-AB	0.00	0.00	0.00	0.00	509.02	0.000	0.00	0.00	0.000	A
C-A	58.72	14.68	58.72	0.00	-	-	-	-	-	-
A-B	239.41	59.85	239.41	0.00	-	-	-	-	-	-
A-C	123.47	30.87	123.47	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	544.02	0.000	0.00	0.00	0.000	A
B-A	42.25	10.56	42.17	0.00	468.08	0.090	0.08	0.10	8.452	A
C-AB	0.00	0.00	0.00	0.00	492.85	0.000	0.00	0.00	0.000	A
C-A	70.12	17.53	70.12	0.00	-	-	-	-	-	-
A-B	285.88	71.47	285.88	0.00	-	-	-	-	-	-
A-C	147.43	36.86	147.43	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	526.94	0.000	0.00	0.00	0.000	A
B-A	51.75	12.94	51.63	0.00	450.92	0.115	0.10	0.13	9.013	A
C-AB	0.00	0.00	0.00	0.00	470.51	0.000	0.00	0.00	0.000	A
C-A	85.88	21.47	85.88	0.00	-	-	-	-	-	-
A-B	350.12	87.53	350.12	0.00	-	-	-	-	-	-
A-C	180.57	45.14	180.57	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	526.90	0.000	0.00	0.00	0.000	A
B-A	51.75	12.94	51.75	0.00	450.92	0.115	0.13	0.13	9.018	A
C-AB	0.00	0.00	0.00	0.00	470.51	0.000	0.00	0.00	0.000	A
C-A	85.88	21.47	85.88	0.00	-	-	-	-	-	-
A-B	350.12	87.53	350.12	0.00	-	-	-	-	-	-
A-C	180.57	45.14	180.57	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	543.96	0.000	0.00	0.00	0.000	A
B-A	42.25	10.56	42.37	0.00	468.08	0.090	0.13	0.10	8.460	A
C-AB	0.00	0.00	0.00	0.00	492.85	0.000	0.00	0.00	0.000	A
C-A	70.12	17.53	70.12	0.00	-	-	-	-	-	-
A-B	285.88	71.47	285.88	0.00	-	-	-	-	-	-
A-C	147.43	36.86	147.43	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	556.28	0.000	0.00	0.00	0.000	A
B-A	35.38	8.85	35.46	0.00	480.49	0.074	0.10	0.08	8.092	A
C-AB	0.00	0.00	0.00	0.00	509.02	0.000	0.00	0.00	0.000	A
C-A	58.72	14.68	58.72	0.00	-	-	-	-	-	-
A-B	239.41	59.85	239.41	0.00	-	-	-	-	-	-
A-C	123.47	30.87	123.47	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.14	0.08	8.076	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.44	0.10	8.452	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.88	0.13	9.013	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.93	0.13	9.018	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.54	0.10	8.460	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	1.23	0.08	8.092	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

2031 J1d, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - 2031 J1d, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 J1d, PM	2031 J1d	PM		ONE HOUR	16:30	18:00	90	15	✓			✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		11.05	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stoke Road North		Major
B	B	Knock Lane		Minor
C	C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	31.65	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.29	4.47	3.02	3.00	✓	1.00	15	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.436	0.099	0.251	0.158	0.358
1	B-C	619.171	0.095	0.240	-	-
1	C-B	592.292	0.229	0.229	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.30				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	230.00	100.000
B	ONE HOUR	✓	105.00	100.000
C	ONE HOUR	✓	373.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	151.000	79.000
	B	105.000	0.000	0.000
	C	373.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.017	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	1.3	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.26	11.05	0.35	B	105.00	105.00	18.09	10.34	0.20	24.06	9.99
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	373.00	373.00	-	-	-	-	-
A-B	-	-	-	-	151.00	151.00	-	-	-	-	-
A-C	-	-	-	-	79.00	79.00	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	558.79	0.000	0.00	0.00	0.000	A
B-A	94.39	23.60	94.17	0.00	460.30	0.205	0.20	0.25	9.826	A
C-AB	0.00	0.00	0.00	0.00	544.84	0.000	0.00	0.00	0.000	A
C-A	335.32	83.83	335.32	0.00	-	-	-	-	-	-
A-B	135.75	33.94	135.75	0.00	-	-	-	-	-	-
A-C	71.02	17.75	71.02	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	544.05	0.000	0.00	0.00	0.000	A
B-A	115.61	28.90	115.23	0.00	441.39	0.262	0.25	0.35	11.023	B
C-AB	0.00	0.00	0.00	0.00	534.18	0.000	0.00	0.00	0.000	A
C-A	410.68	102.67	410.68	0.00	-	-	-	-	-	-
A-B	166.25	41.56	166.25	0.00	-	-	-	-	-	-
A-C	86.98	21.75	86.98	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	543.92	0.000	0.00	0.00	0.000	A
B-A	115.61	28.90	115.60	0.00	441.39	0.262	0.35	0.35	11.049	B
C-AB	0.00	0.00	0.00	0.00	534.18	0.000	0.00	0.00	0.000	A
C-A	410.68	102.67	410.68	0.00	-	-	-	-	-	-
A-B	166.25	41.56	166.25	0.00	-	-	-	-	-	-
A-C	86.98	21.75	86.98	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	558.59	0.000	0.00	0.00	0.000	A
B-A	94.39	23.60	94.76	0.00	460.30	0.205	0.35	0.26	9.857	A
C-AB	0.00	0.00	0.00	0.00	544.84	0.000	0.00	0.00	0.000	A
C-A	335.32	83.83	335.32	0.00	-	-	-	-	-	-
A-B	135.75	33.94	135.75	0.00	-	-	-	-	-	-
A-C	71.02	17.75	71.02	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	3.72	0.25	9.826	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	5.07	0.34	11.023	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	5.26	0.35	11.049	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	4.05	0.27	9.857	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-