Acronyms and Abbreviations

RSA	Road Safety Audit
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle

1.0 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on Wednesday 28th August 2024. The RSA was carried out on behalf of Hodson Developments. The Overseeing Organisation for this Stage 1 RSA is Kent County Council.

1.2 An Audit Brief was prepared by Ella Groves of SLR Consulting Ltd on 27th August 2024. The brief was accepted by the RSA team on the same date.

1.3 This Road Safety Audit team was as follows:

Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
SLR Consulting Ltd

Ian Medd, MCIHT, FSoRSA
Audit Team Member
Independent Road Safety Auditor

1.4 A site visit was undertaken by the Audit Team on Tuesday 27th August 2024, between the hours of 13.00am and 15.00pm. The weather at the time of the visit was fine and bright and the carriageway surface was dry. Vehicular traffic levels were considered to be moderate. There were no pedestrian and no cyclist movements observed during this time.

1.5 A site location plan can be found at **Appendix A** of this report.

1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

1.8 A table of documents submitted for this Stage 2 RSA can be found in **Appendix B**

1.9 The scheme subject to Stage 1 RSA seeks to construct a new highway access to a proposed residential development of up to 655 homes. Access is to be delivered via 2 new junctions. The primary access will lead vehicles from a new roundabout on Ashford Road, to a new priority controlled ‘T’ junction. A secondary point of access will be created as a ghost island right turn arrangement from Ashford Road further to the west of the proposed roundabout.

1.10 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.

1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

1.12 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.

2.0 Matters arising from this Stage 1 RSA.

Drawing No. VD21426-D100 D Primary Access

2.1 There were no road safety related problems identified within this Stage 1 design.

Drawing No. SECONDARY ACCESS (GHOST ISLAND ARRANGEMENT INTO DEVELOPMENT ON THE A28

2.2 Problem.

Location: Proposed priority-controlled ghost island junction.

Summary: Egressing buses overrun the ghost island right turn lane potentially leading to head on type collisions.

Design drawings show swept path analysis for a bus egressing the site to the west. This swept path shows a bus is required to enter the ghost island right turn lane in order to leave the site. This arrangement may result in head on collisions between vehicles entering and leaving the site.

Recommendation

It is recommended that the appropriate flare is incorporated into the design to ensure that large vehicles are able to egress the site westbound without the requirement to enter the opposing traffic lane.

3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike

Signed: [redacted]

Position: Head of Road Safety
Organisation: SLR Consulting Ltd
Date: 28 August 2024

Road Safety Audit Team Member

Name: Ian Medd

Signed: [redacted]

Position: Consultant
Organisation: Independent Road Safety Consultant
Date: 28 August 2024

Appendix A Site Location Plan

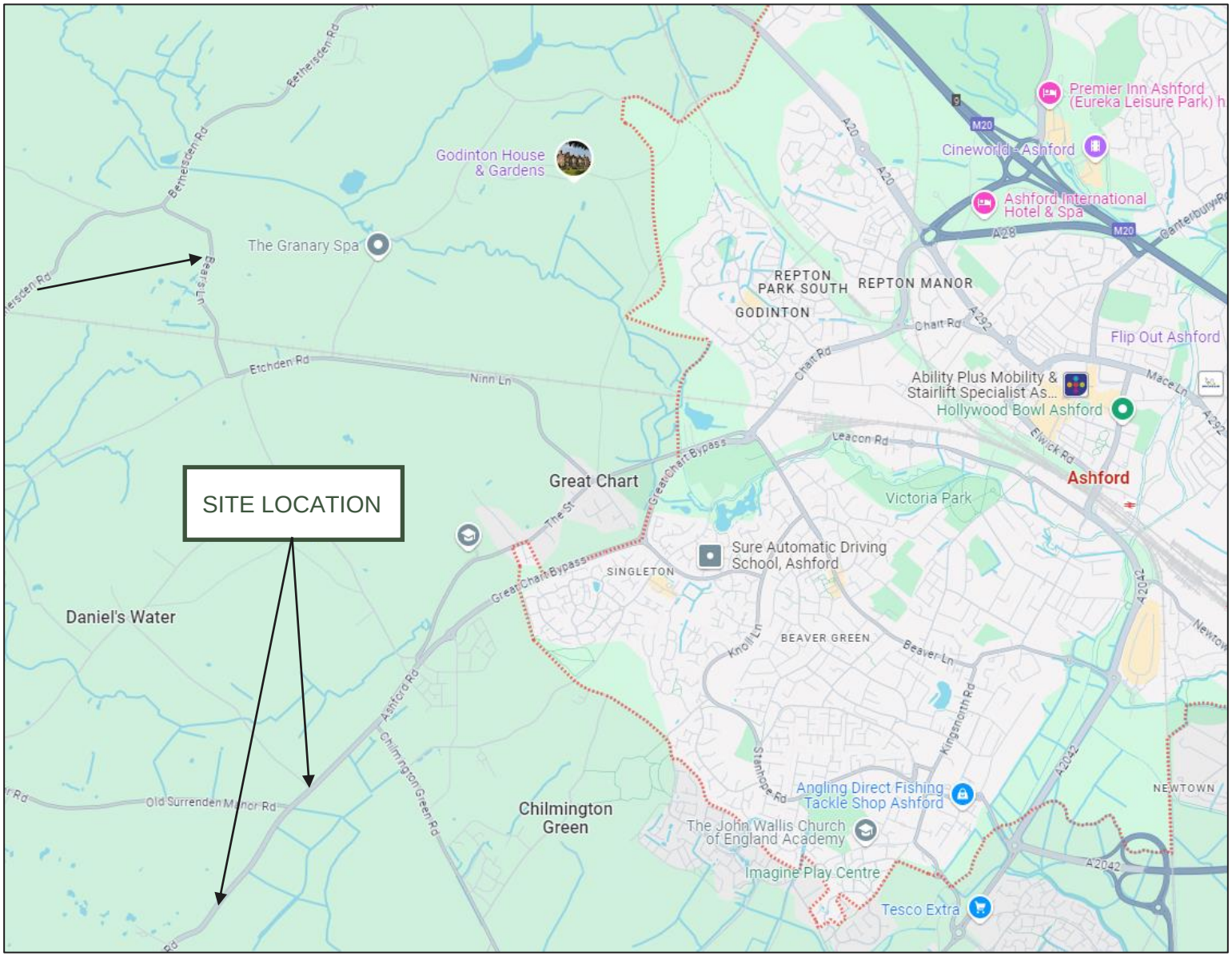
Stage 1 Road Safety Audit

Land North of Possingham Farmhouse Site Access Junctions

Hodson Developments

SLR Project No.: 425.001542.00001

28 August 2024


SITE LOCATION
Godinton House & Gardens
The Granary Spa
Bethersden Rd
Bear's Ln
Etchden Rd
Ninn Ln
REPTON PARK SOUTH
REPTON MANOR
GODINTON
Chart Rd
A292
Premier Inn Ashford (Eureka Leisure Park) h
Cineworld - Ashford
Ashford International Hotel & Spa
M20
A20
A28
Canterbury Rd
Flip Out Ashford
Ability Plus Mobility & Stairlift Specialist As...
Hollywood Bowl Ashford
Mace Ln
Leacon Rd
Elwick Rd
Ashford
Great Chart
Great Chart Bypass
The St
Victoria Park
Sure Automatic Driving School, Ashford
SINGLETON
Daniel's Water
BEAVER GREEN
Knoll Ln
Beaver Ln
A2042
Newton
Ashford Rd
Chilmington Green Rd
Old Surrenden Manor Rd
Chilmington Green
Stanhope Rd
Kingsnorth Rd
Angling Direct Fishing Tackle Shop Ashford
The John Wallis Church of England Academy
Imagine Play Centre
Tesco Extra
NEWTOWN

Appendix B Submitted Documents

Stage 1 Road Safety Audit

Land North of Possingham Farmhouse Site Access Junctions

Hodson Developments

SLR Project No.: 425.001542.00001

28 August 2024

Submitted Documents

Document	Document Title
Design Drawings	226730 _AT_A01 Swept Path - Primary_Access-16.5HVG-12_Bus-A3V
	226730_AT_B01 Swept Path_Bus
	226730_AT_B02 Swept Path_16.5HVG
	SECONDARY ACCESS (GHOST ISLAND ARRANGEMENT INTO DEVELOPMENT ON THE A28
RSA Brief	SLR RSA Brief (Primary Site Access) - ID comments
	SLR RSA Brief (Secondary Site Access) - ID comments
	VD21426-D100 D Primary Access

Appendix C Problem Location Plans

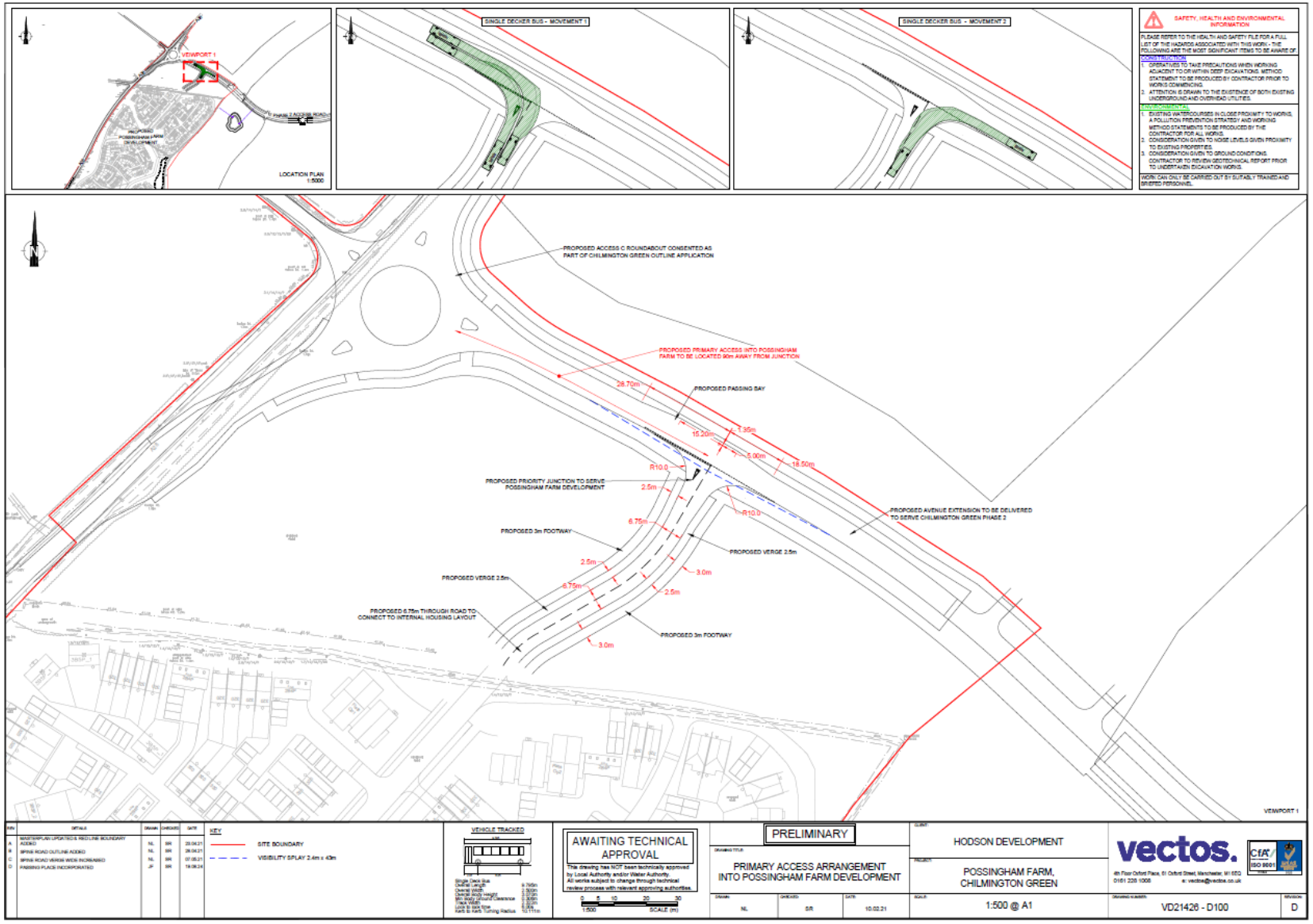
Stage 1 Road Safety Audit

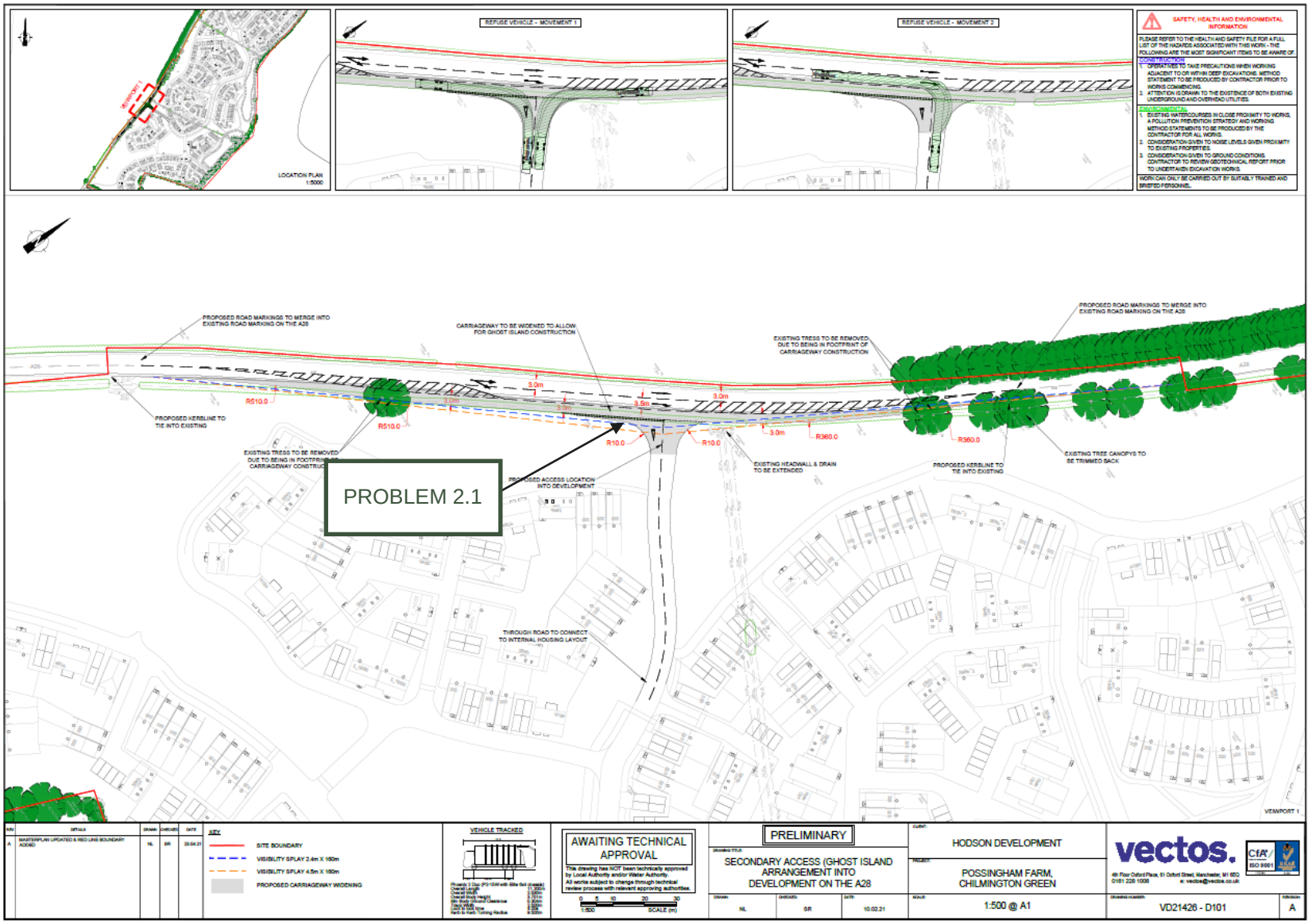
Land North of Possingham Farmhouse Site Access Junctions

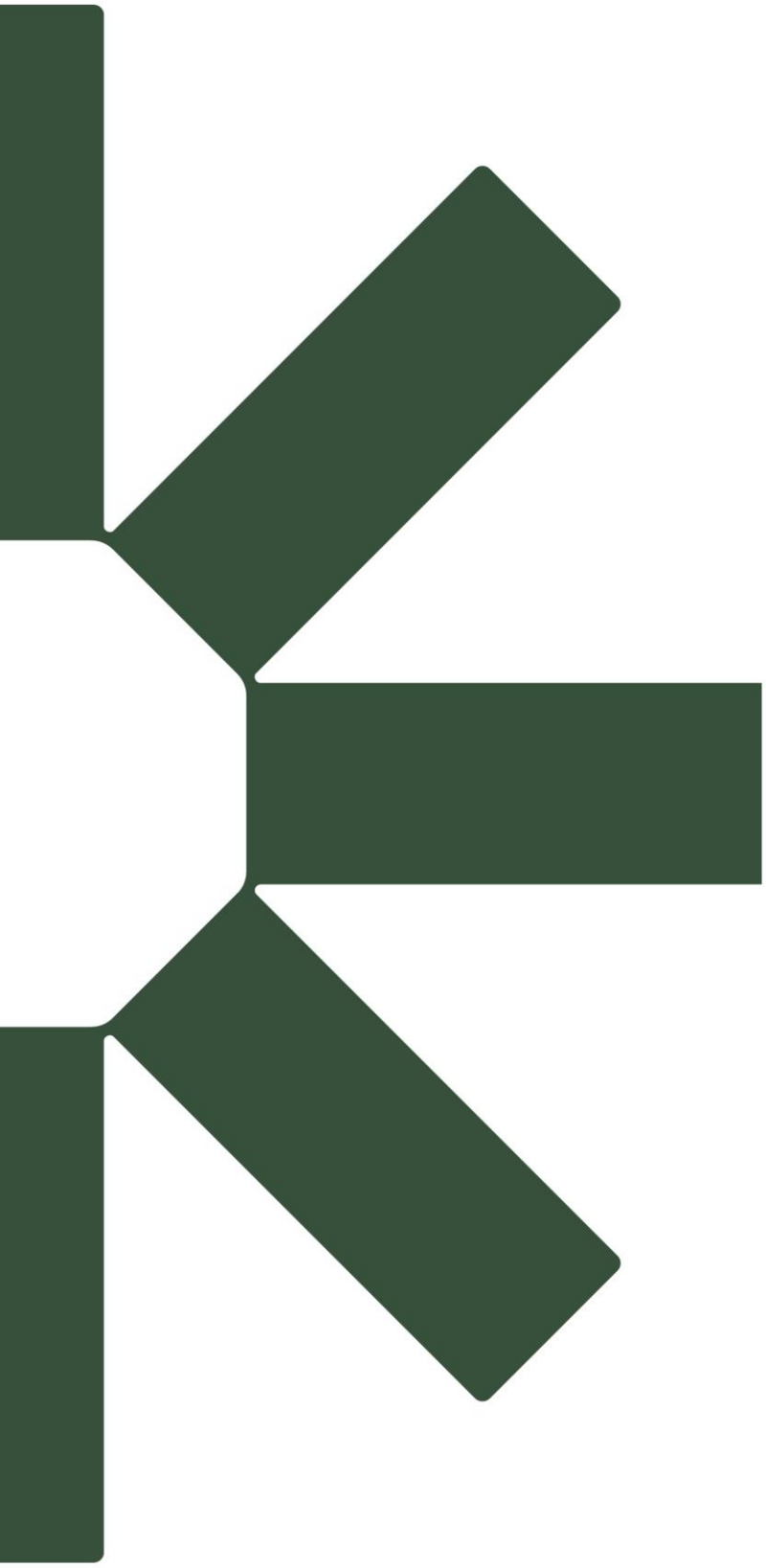
Hodson Developments

SLR Project No.: 425.001542.00001

28 August 2024


LOCATION PLAN
1:5000
SINGLE DECKER BUS - MOVEMENT 1
SINGLE DECKER BUS - MOVEMENT 2
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
PROPOSED ACCESS C ROUNDABOUT CONSENTED AS PART OF CHILMINGTON GREEN OUTLINE APPLICATION
PROPOSED PRIMARY ACCESS INTO POSSINGHAM FARM TO BE LOCATED 90m AWAY FROM JUNCTION
PROPOSED PASSING BAY
PROPOSED PRIORITY JUNCTION TO SERVE POSSINGHAM FARM DEVELOPMENT
PROPOSED AVENUE EXTENSION TO BE DELIVERED TO SERVE CHILMINGTON GREEN PHASE 2
PROPOSED 3m FOOTWAY
PROPOSED VERGE 2.5m
PROPOSED 6.75m THROUGH ROAD TO CONNECT TO INTERNAL HOUSING LAYOUT
KEY
SITE BOUNDARY
VISIBILITY SPLAY 2.4m x 43m
VEHICLE TRACKED
AWAITING TECHNICAL APPROVAL
PRELIMINARY
PRIMARY ACCESS ARRANGEMENT INTO POSSINGHAM FARM DEVELOPMENT
HODSON DEVELOPMENT
POSSINGHAM FARM, CHILMINGTON GREEN
1:500 @ A1
VD21426 - D100
D


REFUSE VEHICLE - MOVEMENT 1
REFUSE VEHICLE - MOVEMENT 2
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
PROPOSED ROAD MARKINGS TO MERGE INTO EXISTING ROAD MARKING ON THE A28
CARRIAGEWAY TO BE WIDENED TO ALLOW FOR GHOST ISLAND CONSTRUCTION
EXISTING TREES TO BE REMOVED DUE TO BEING IN FOOTPRINT OF CARRIAGEWAY CONSTRUCTION
PROPOSED KERBLINE TO TIE INTO EXISTING
EXISTING HEADWALL & DRAIN TO BE EXTENDED
EXISTING TREE CANOPYS TO BE TRIMMED BACK
PROBLEM 2.1
THROUGH ROAD TO CONNECT TO INTERNAL HOUSING LAYOUT
KEY
SITE BOUNDARY
VISIBILITY SPLAY 2.4m X 160m
VISIBILITY SPLAY 4.5m X 160m
PROPOSED CARRIAGEWAY WIDENING
VEHICLE TRACKED
AWAITING TECHNICAL APPROVAL
PRELIMINARY
SECONDARY ACCESS (GHOST ISLAND ARRANGEMENT INTO DEVELOPMENT ON THE A28
HODSON DEVELOPMENT
POSSINGHAM FARM, CHILMINGTON GREEN
1:500 @ A1
VD21426 - D101
A
vectos.



Making Sustainability Happen

RSA Designers Response

Land North of Possingham Farmhouse Site Access Junctions

Hodson Developments

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square, London WC1R 4QH

SLR Project No.: 425.001542.00001

30 August 2024

Revision: 01

1 Project Summary

RSA REPORT TITLE	LAND NORTH OF POSSINGHAM FARMHOUSE – SITE ACCESS JUNCTIONS
Date	29.08.24
Document Reference and Revision:	425.001542.00001 RSAS1.01
Prepared by:	Alastair Pike and Ian Medd
On behalf of:	SLR and Independent Safety Auditor
AUTHORISATION SHEET	
Project:	425.001542.00001
Report Title	Land North of Possingham Farm Site Access Junctions
DESIGNERS RESPONSE PREPARED BY	
Name:	Ian Dix
Signed:	[redacted]
Organisation:	SLR
Date:	30.08.24

2 General Details

GENERAL DETAILS:				
Highway scheme name and road number:	**Local Road and A28**			
Type of scheme:	Two Priority Junction Accesses			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Overseeing Organisation details:	Kent County Council			
Design organisation details:	SLR			
Police contact details:	N/A			
Maintaining agent contact details:	N/A			
RSA team membership:	Alastair Pike and Ian Medd			
Terms of reference:	Stage 1 Road Safety Audit			

3 Road Safety Audit Decision Log

Drawing No. VD21426-D100 D Primary Access

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.1	No issue reported	Accepted		Stage 2 RSA to be undertaken during the detailed design stage

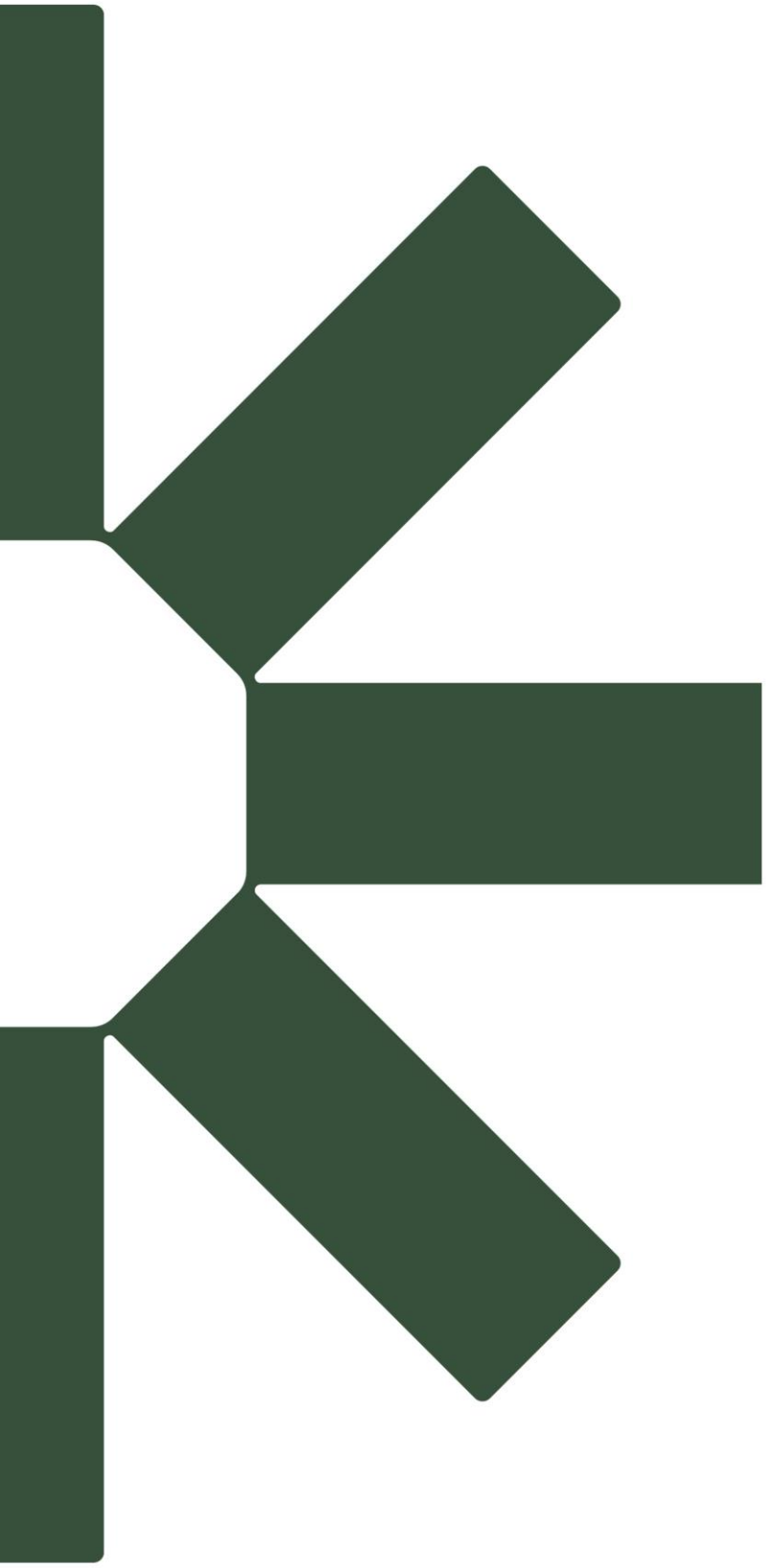
Drawing No. VD21426-D101 A Secondary Access (Ghost Island Arrangement into the Development on to the A28

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.2	It is recommended that the appropriate flare is incorporated into the design to ensure that large vehicles are able to egress the site westbound without the requirement to enter the opposing traffic lane.	Accepted		During the detailed design stage a minor amendment using land from within the development site will be made to the site access to increase the flare length to ensure that the right turning movement of buses and any large vehicles out of the site do not cross into the central ghost island. This will be supported by swept path analysis.

4 Design Organisation and Overseeing Organisation Statements

ON BEHALF OF THE DESIGN ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE OVERSEEING ORGANISATION.	
Name	Ian Dix
Signed	[redacted]
Position	Director
Organisation	SLR
Date	30.08.24

ON BEHALF OF THE OVERSEEING ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE DESIGN ORGANISATION; AND THE AGREED RSA ACTIONS WILL BE PROGRESSED.	
Name	
Signed	
Position	
Organisation	
Date	



Making Sustainability Happen

Appendix ID9 Local Junction Modelling

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent

Hodson Development Ltd
SLR Project No.: 425.001542.00001

10 September 2024

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: Primary Access Junction (Revised).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction B Primary Site Access
Report generation date: 05/09/2024 09:22:50

»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.2	8.15	0.13	A	0.1	6.38	0.09	A
Stream B-A	0.5	12.93	0.33	B	0.1	11.02	0.12	B
Stream C-AB	0.1	5.35	0.06	A	0.6	5.73	0.25	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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access Arm - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Avenue (E)		Major
B	Site Access Arm		Minor
C	The Avenue (W)		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 - The Avenue (W)	6.75			97.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access Arm	One lane plus flare	10.00	6.05	4.27	3.82	3.38	✓	1.00	60	58

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	606	0.107	0.270	0.170	0.385
B-C	694	0.103	0.260	-	-
C-B	631	0.236	0.236	-	-

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)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (E)		✓	443	100.000
B - Site Access Arm		✓	186	100.000
C - The Avenue (W)		✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	43	400
	B - Site Access Arm	124	0	62
	C - The Avenue (W)	297	22	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	0	3
	B - Site Access Arm	0	0	0
	C - The Avenue (W)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.13	8.15	0.2	A
B-A	0.33	12.93	0.5	B
C-AB	0.06	5.35	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	579	0.081	46	0.1	6.759	A
B-A	93	476	0.196	92	0.2	9.357	A
C-AB	24	707	0.034	24	0.0	5.336	A
C-A	216			216			
A-B	32			32			
A-C	301			301			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	552	0.101	56	0.1	7.254	A
B-A	111	451	0.247	111	0.3	10.592	B
C-AB	31	724	0.043	31	0.1	5.267	A
C-A	255			255			
A-B	39			39			
A-C	360			360			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	510	0.134	68	0.2	8.142	A
B-A	137	415	0.329	136	0.5	12.871	B
C-AB	43	749	0.058	43	0.1	5.184	A
C-A	308			308			
A-B	47			47			
A-C	440			440			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	510	0.134	68	0.2	8.154	A
B-A	137	415	0.329	137	0.5	12.926	B
C-AB	43	749	0.058	43	0.1	5.192	A
C-A	308			308			
A-B	47			47			
A-C	440			440			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	551	0.101	56	0.1	7.274	A
B-A	111	451	0.247	112	0.3	10.652	B
C-AB	31	724	0.043	32	0.1	5.286	A
C-A	255			255			
A-B	39			39			
A-C	360			360			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	578	0.081	47	0.1	6.779	A
B-A	93	476	0.196	94	0.2	9.422	A
C-AB	24	707	0.034	24	0.0	5.348	A
C-A	216			216			
A-B	32			32			
A-C	301			301			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access Arm - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		1.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.82	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)
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (E)		✓	376	100.000
B - Site Access Arm		✓	88	100.000
C - The Avenue (W)		✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	73	303
	B - Site Access Arm	39	0	49
	C - The Avenue (W)	399	92	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	0	1
	B - Site Access Arm	0	0	0
	C - The Avenue (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.09	6.38	0.1	A
B-A	0.12	11.02	0.1	B
C-AB	0.25	5.73	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	658	0.056	37	0.1	5.792	A
B-A	29	433	0.068	29	0.1	8.895	A
C-AB	114	770	0.147	112	0.3	5.472	A
C-A	256			256			
A-B	55			55			
A-C	228			228			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	641	0.069	44	0.1	6.025	A
B-A	35	407	0.086	35	0.1	9.683	A
C-AB	151	800	0.188	150	0.4	5.545	A
C-A	291			291			
A-B	66			66			
A-C	272			272			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	618	0.087	54	0.1	6.383	A
B-A	43	370	0.116	43	0.1	11.005	B
C-AB	213	843	0.253	212	0.6	5.718	A
C-A	328			328			
A-B	80			80			
A-C	334			334			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	618	0.087	54	0.1	6.384	A
B-A	43	370	0.116	43	0.1	11.019	B
C-AB	213	843	0.253	213	0.6	5.735	A
C-A	328			328			
A-B	80			80			
A-C	334			334			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	641	0.069	44	0.1	6.032	A
B-A	35	406	0.086	35	0.1	9.701	A
C-AB	151	801	0.189	152	0.4	5.567	A
C-A	290			290			
A-B	66			66			
A-C	272			272			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	658	0.056	37	0.1	5.799	A
B-A	29	433	0.068	29	0.1	8.919	A
C-AB	114	771	0.148	115	0.3	5.500	A
C-A	256			256			
A-B	55			55			
A-C	228			228			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: Secondary Access (Revised).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction A Secondary Site Access
Report generation date: 05/09/2024 09:20:50

»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.0	7.95	0.02	A	0.0	6.84	0.01	A
Stream B-A	0.1	13.67	0.06	B	0.0	11.61	0.04	B
Stream C-B	0.0	7.29	0.01	A	0.0	6.40	0.02	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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Secondary Site Access	T-Junction	Two-way	Two-way	Two-way		0.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ashford Road (N)		Major
B	Site Access		Minor
C	Ashford Road (S)		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 - Ashford Road (S)	9.66		✓	3.50	74.3		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.65	3.57	3.50	3.50		2.00	23	19

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	538	0.082	0.208	0.131	0.298
B-C	661	0.085	0.215	-	-
C-B	704	0.229	0.229	-	-

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)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ashford Road (N)		✓	819	100.000
B - Site Access		✓	22	100.000
C - Ashford Road (S)		✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	5	814
	B - Site Access	15	0	7
	C - Ashford Road (S)	487	3	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	0	6
	B - Site Access	0	0	0
	C - Ashford Road (S)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.02	7.95	0.0	A
B-A	0.06	13.67	0.1	B
C-A				
C-B	0.01	7.29	0.0	A
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	525	0.010	5	0.0	6.927	A
B-A	11	362	0.031	11	0.0	10.271	B
C-A	367			367			
C-B	2	563	0.004	2	0.0	6.422	A
A-B	4			4			
A-C	613			613			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	498	0.013	6	0.0	7.320	A
B-A	13	327	0.041	13	0.0	11.470	B
C-A	438			438			
C-B	3	535	0.005	3	0.0	6.758	A
A-B	4			4			
A-C	732			732			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	461	0.017	8	0.0	7.946	A
B-A	17	280	0.059	16	0.1	13.662	B
C-A	536			536			
C-B	3	497	0.007	3	0.0	7.286	A
A-B	6			6			
A-C	896			896			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	461	0.017	8	0.0	7.948	A
B-A	17	280	0.059	17	0.1	13.670	B
C-A	536			536			
C-B	3	497	0.007	3	0.0	7.286	A
A-B	6			6			
A-C	896			896			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	498	0.013	6	0.0	7.326	A
B-A	13	327	0.041	14	0.0	11.479	B
C-A	438			438			
C-B	3	535	0.005	3	0.0	6.761	A
A-B	4			4			
A-C	732			732			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	525	0.010	5	0.0	6.930	A
B-A	11	362	0.031	11	0.0	10.279	B
C-A	367			367			
C-B	2	563	0.004	2	0.0	6.425	A
A-B	4			4			
A-C	613			613			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Secondary Site Access	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	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)
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ashford Road (N)		✓	522	100.000
B - Site Access		✓	17	100.000
C - Ashford Road (S)		✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	23	499
	B - Site Access	12	0	5
	C - Ashford Road (S)	668	9	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	0	3
	B - Site Access	0	0	0
	C - Ashford Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.01	6.84	0.0	A
B-A	0.04	11.61	0.0	B
C-A				
C-B	0.02	6.40	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	572	0.007	4	0.0	6.336	A
B-A	9	392	0.023	9	0.0	9.405	A
C-A	503			503			
C-B	7	614	0.011	7	0.0	5.927	A
A-B	17			17			
A-C	376			376			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	555	0.008	4	0.0	6.538	A
B-A	11	363	0.030	11	0.0	10.223	B
C-A	601			601			
C-B	8	597	0.014	8	0.0	6.117	A
A-B	21			21			
A-C	449			449			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	532	0.010	5	0.0	6.841	A
B-A	13	323	0.041	13	0.0	11.611	B
C-A	735			735			
C-B	10	572	0.017	10	0.0	6.400	A
A-B	25			25			
A-C	549			549			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	532	0.010	6	0.0	6.842	A
B-A	13	323	0.041	13	0.0	11.613	B
C-A	735			735			
C-B	10	572	0.017	10	0.0	6.400	A
A-B	25			25			
A-C	549			549			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	555	0.008	5	0.0	6.540	A
B-A	11	363	0.030	11	0.0	10.227	B
C-A	601			601			
C-B	8	597	0.014	8	0.0	6.117	A
A-B	21			21			
A-C	449			449			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	572	0.007	4	0.0	6.338	A
B-A	9	392	0.023	9	0.0	9.412	A
C-A	503			503			
C-B	7	614	0.011	7	0.0	5.930	A
A-B	17			17			
A-C	376			376			

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: Junction D - Ashford Road_Sandy Lane (Revised Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction D
Report generation date: 05/09/2024 09:24:06

»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline							
1 - Ashford Road (N)	2.8	9.35	0.73	A	1.2	5.57	0.55	A
2 - New Road	0.6	5.09	0.38	A	0.3	3.43	0.24	A
3 - Ashford Road (S)	0.9	5.06	0.46	A	1.6	6.52	0.61	A
4 - Sandy Lane	0.0	7.48	0.04	A	0.1	9.45	0.08	A
	2032 Future Year Baseline + Proposed Development							
1 - Ashford Road (N)	3.1	10.07	0.75	B	1.8	6.89	0.64	A
2 - New Road	0.8	5.66	0.44	A	0.4	3.68	0.28	A
3 - Ashford Road (S)	1.0	5.49	0.49	A	1.8	7.14	0.64	A
4 - Sandy Lane	0.0	8.18	0.04	A	0.1	10.37	0.09	B

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

File summary

File Description

Title	
Location	
Site number	
Date	05/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline, 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	Junction D	Standard Roundabout		1, 2, 3, 4	7.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.21	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ashford Road (N)		
2	New Road		
3	Ashford Road (S)		
4	Sandy Lane		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Ashford Road (N)	3.10	7.36	11.6	20.0	40.0	22.0		
2 - New Road	3.25	7.15	15.3	40.0	40.0	16.8		
3 - Ashford Road (S)	3.15	7.60	12.6	20.0	40.0	28.4		
4 - Sandy Lane	2.08	4.78	5.9	20.0	40.0	35.1		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ashford Road (N)	0.625	1575
2 - New Road	0.673	1750
3 - Ashford Road (S)	0.623	1595
4 - Sandy Lane	0.486	946

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)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	992	100.000
2 - New Road		✓	400	100.000
3 - Ashford Road (S)		✓	590	100.000
4 - Sandy Lane		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	187	772	33
	2 - New Road	252	0	148	0
	3 - Ashford Road (S)	475	110	0	5
	4 - Sandy Lane	9	0	7	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	6	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	7	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.73	9.35	2.8	A
2 - New Road	0.38	5.09	0.6	A
3 - Ashford Road (S)	0.46	5.06	0.9	A
4 - Sandy Lane	0.04	7.48	0.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	747	88	1520	0.491	743	1.0	4.821	A
2 - New Road	301	608	1341	0.225	300	0.3	3.457	A
3 - Ashford Road (S)	444	214	1462	0.304	442	0.5	3.720	A
4 - Sandy Lane	12	628	641	0.019	12	0.0	5.719	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	892	105	1509	0.591	890	1.5	6.059	A
2 - New Road	360	728	1260	0.285	359	0.4	3.996	A
3 - Ashford Road (S)	530	256	1436	0.369	530	0.6	4.191	A
4 - Sandy Lane	14	752	581	0.025	14	0.0	6.351	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1092	129	1495	0.731	1087	2.7	9.132	A
2 - New Road	440	890	1151	0.383	440	0.6	5.054	A
3 - Ashford Road (S)	650	313	1400	0.464	648	0.9	5.055	A
4 - Sandy Lane	18	920	499	0.035	18	0.0	7.472	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1092	129	1494	0.731	1092	2.8	9.346	A
2 - New Road	440	894	1148	0.384	440	0.6	5.085	A
3 - Ashford Road (S)	650	314	1400	0.464	650	0.9	5.065	A
4 - Sandy Lane	18	922	499	0.035	18	0.0	7.484	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	892	105	1509	0.591	897	1.5	6.199	A
2 - New Road	360	734	1256	0.286	360	0.4	4.026	A
3 - Ashford Road (S)	530	257	1435	0.370	532	0.6	4.210	A
4 - Sandy Lane	14	754	580	0.025	14	0.0	6.366	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	747	88	1520	0.491	749	1.0	4.897	A
2 - New Road	301	613	1337	0.225	302	0.3	3.476	A
3 - Ashford Road (S)	444	215	1461	0.304	445	0.5	3.742	A
4 - Sandy Lane	12	631	640	0.019	12	0.0	5.737	A

2032 Future Year Baseline, 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	Junction D	Standard Roundabout		1, 2, 3, 4	5.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.70	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)
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	730	100.000
2 - New Road		✓	303	100.000
3 - Ashford Road (S)		✓	812	100.000
4 - Sandy Lane		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	236	478	16
	2 - New Road	189	0	114	0
	3 - Ashford Road (S)	643	163	0	6
	4 - Sandy Lane	29	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	3	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	2	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.55	5.57	1.2	A
2 - New Road	0.24	3.43	0.3	A
3 - Ashford Road (S)	0.61	6.52	1.6	A
4 - Sandy Lane	0.08	9.45	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	550	123	1498	0.367	547	0.6	3.850	A
2 - New Road	228	371	1500	0.152	227	0.2	2.827	A
3 - Ashford Road (S)	611	154	1499	0.408	609	0.7	4.093	A
4 - Sandy Lane	23	746	584	0.039	22	0.0	6.410	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	656	147	1483	0.443	655	0.8	4.430	A
2 - New Road	272	444	1451	0.188	272	0.2	3.054	A
3 - Ashford Road (S)	730	184	1481	0.493	729	1.0	4.858	A
4 - Sandy Lane	27	893	512	0.053	27	0.1	7.416	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	804	180	1462	0.550	802	1.2	5.543	A
2 - New Road	334	544	1384	0.241	333	0.3	3.427	A
3 - Ashford Road (S)	894	225	1455	0.615	892	1.6	6.464	A
4 - Sandy Lane	33	1093	415	0.080	33	0.1	9.413	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	804	181	1462	0.550	804	1.2	5.574	A
2 - New Road	334	545	1383	0.241	334	0.3	3.429	A
3 - Ashford Road (S)	894	226	1455	0.615	894	1.6	6.519	A
4 - Sandy Lane	33	1095	414	0.080	33	0.1	9.449	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	656	148	1482	0.443	658	0.8	4.459	A
2 - New Road	272	446	1450	0.188	273	0.2	3.059	A
3 - Ashford Road (S)	730	185	1480	0.493	732	1.0	4.906	A
4 - Sandy Lane	27	897	510	0.053	27	0.1	7.452	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	550	124	1498	0.367	550	0.6	3.878	A
2 - New Road	228	373	1499	0.152	228	0.2	2.836	A
3 - Ashford Road (S)	611	154	1499	0.408	612	0.7	4.130	A
4 - Sandy Lane	23	750	582	0.039	23	0.0	6.441	A

2032 Future Year Baseline + Proposed Development, 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	Junction D	Standard Roundabout		1, 2, 3, 4	7.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.77	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)
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	1019	100.000
2 - New Road		✓	462	100.000
3 - Ashford Road (S)		✓	605	100.000
4 - Sandy Lane		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	209	777	33
	2 - New Road	313	0	149	0
	3 - Ashford Road (S)	490	110	0	5
	4 - Sandy Lane	9	0	7	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	6	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	7	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.75	10.07	3.1	B
2 - New Road	0.44	5.66	0.8	A
3 - Ashford Road (S)	0.49	5.49	1.0	A
4 - Sandy Lane	0.04	8.18	0.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	767	88	1520	0.505	763	1.1	4.938	A
2 - New Road	348	612	1338	0.260	346	0.3	3.625	A
3 - Ashford Road (S)	455	259	1434	0.318	454	0.5	3.870	A
4 - Sandy Lane	12	684	614	0.020	12	0.0	5.982	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	916	105	1509	0.607	914	1.6	6.296	A
2 - New Road	415	733	1257	0.331	415	0.5	4.273	A
3 - Ashford Road (S)	544	311	1402	0.388	543	0.7	4.423	A
4 - Sandy Lane	14	820	548	0.026	14	0.0	6.745	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1122	129	1495	0.751	1116	3.0	9.796	A
2 - New Road	509	895	1147	0.443	507	0.8	5.615	A
3 - Ashford Road (S)	666	380	1359	0.490	665	1.0	5.467	A
4 - Sandy Lane	18	1003	459	0.038	18	0.0	8.156	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1122	129	1494	0.751	1122	3.1	10.074	B
2 - New Road	509	899	1145	0.444	509	0.8	5.661	A
3 - Ashford Road (S)	666	381	1358	0.491	666	1.0	5.493	A
4 - Sandy Lane	18	1005	458	0.038	18	0.0	8.177	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	916	105	1509	0.607	922	1.6	6.467	A
2 - New Road	415	739	1252	0.332	417	0.5	4.312	A
3 - Ashford Road (S)	544	312	1401	0.388	545	0.7	4.451	A
4 - Sandy Lane	14	823	546	0.026	14	0.0	6.768	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	767	88	1520	0.505	769	1.1	5.028	A
2 - New Road	348	617	1335	0.261	348	0.4	3.651	A
3 - Ashford Road (S)	455	261	1433	0.318	456	0.5	3.897	A
4 - Sandy Lane	12	688	612	0.020	12	0.0	6.002	A

2032 Future Year Baseline + Proposed Development, 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	Junction D	Standard Roundabout		1, 2, 3, 4	6.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.49	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)
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	844	100.000
2 - New Road		✓	353	100.000
3 - Ashford Road (S)		✓	826	100.000
4 - Sandy Lane		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	327	501	16
	2 - New Road	238	0	115	0
	3 - Ashford Road (S)	655	165	0	6
	4 - Sandy Lane	29	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	3	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	2	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.64	6.89	1.8	A
2 - New Road	0.28	3.68	0.4	A
3 - Ashford Road (S)	0.64	7.14	1.8	A
4 - Sandy Lane	0.09	10.37	0.1	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	635	124	1497	0.424	632	0.7	4.222	A
2 - New Road	266	388	1489	0.179	265	0.2	2.941	A
3 - Ashford Road (S)	622	191	1477	0.421	619	0.7	4.250	A
4 - Sandy Lane	23	793	561	0.040	22	0.0	6.682	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	759	149	1482	0.512	757	1.1	5.049	A
2 - New Road	317	465	1437	0.221	317	0.3	3.214	A
3 - Ashford Road (S)	743	228	1453	0.511	741	1.0	5.127	A
4 - Sandy Lane	27	950	485	0.056	27	0.1	7.860	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	929	182	1461	0.636	927	1.7	6.817	A
2 - New Road	389	569	1367	0.284	388	0.4	3.675	A
3 - Ashford Road (S)	909	279	1421	0.640	907	1.8	7.065	A
4 - Sandy Lane	33	1162	382	0.087	33	0.1	10.314	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	929	183	1461	0.636	929	1.8	6.889	A
2 - New Road	389	570	1366	0.285	389	0.4	3.682	A
3 - Ashford Road (S)	909	280	1421	0.640	909	1.8	7.144	A
4 - Sandy Lane	33	1165	380	0.087	33	0.1	10.367	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	759	150	1481	0.512	761	1.1	5.109	A
2 - New Road	317	467	1435	0.221	318	0.3	3.221	A
3 - Ashford Road (S)	743	229	1453	0.511	745	1.1	5.191	A
4 - Sandy Lane	27	954	483	0.056	27	0.1	7.905	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	635	125	1497	0.425	637	0.8	4.267	A
2 - New Road	266	391	1487	0.179	266	0.2	2.948	A
3 - Ashford Road (S)	622	191	1476	0.421	623	0.7	4.294	A
4 - Sandy Lane	23	798	559	0.040	23	0.0	6.717	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: Junction 1 - A28_Chilmington Ave (Revised Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 1
Report generation date: 05/09/2024 09:25:25

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
1 - A28 (N)	0.7	2.79	0.40	A	0.3	2.10	0.21	A
2 - Chilmington Avenue	0.0	2.66	0.03	A	0.0	2.16	0.01	A
3 - A28 (S)	0.2	2.48	0.15	A	0.4	2.69	0.27	A
	2023 Observed							
1 - A28 (N)	0.8	2.99	0.44	A	0.3	2.16	0.23	A
2 - Chilmington Avenue	0.0	2.79	0.03	A	0.0	2.21	0.01	A
3 - A28 (S)	0.2	2.53	0.16	A	0.4	2.80	0.30	A
	2032 Future Year Baseline							
1 - A28 (N)	1.7	4.44	0.62	A	1.0	3.24	0.49	A
2 - Chilmington Avenue	0.6	4.65	0.36	A	0.2	2.95	0.18	A
3 - A28 (S)	0.6	3.74	0.35	A	0.8	3.81	0.44	A
	2032 Future Year Baseline + Proposed Development							
1 - A28 (N)	1.8	4.61	0.63	A	1.2	3.59	0.54	A
2 - Chilmington Avenue	0.6	4.78	0.37	A	0.3	3.18	0.21	A
3 - A28 (S)	0.7	4.06	0.40	A	0.9	4.10	0.48	A

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

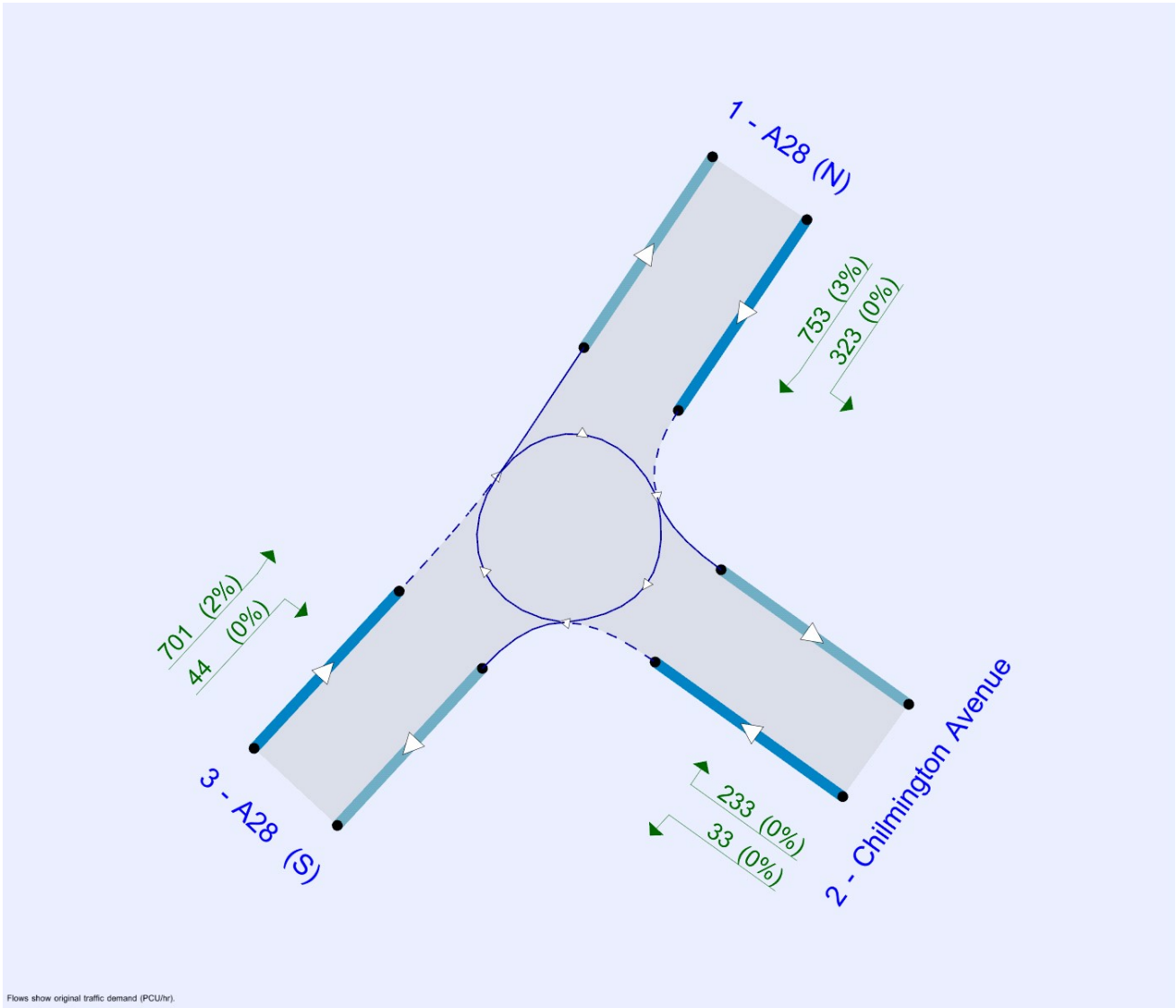
File summary

File Description

Title	Possingham Farm, Ashford
Location	Junction D - A28 / Chilmington Avenue
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Observed - Validation, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (N)		
2	Chilmington Avenue		
3	A28 (S)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A28 (N)	6.54	8.29	5.3	24.6	41.0	31.8		
2 - Chilmington Avenue	5.66	6.89	5.7	28.3	41.0	21.9		
3 - A28 (S)	3.64	8.23	19.1	30.7	41.0	34.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (N)	0.749	2246
2 - Chilmington Avenue	0.715	2017
3 - A28 (S)	0.677	1889

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 period length (min)	Time segment length (min)
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	888	100.000
2 - Chilmington Avenue		✓	36	100.000
3 - A28 (S)		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	873
	2 - Chilmington Avenue	14	0	22
	3 - A28 (S)	269	2	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.40	2.79	0.7	A
2 - Chilmington Avenue	0.03	2.66	0.0	A
3 - A28 (S)	0.15	2.48	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	885	0.7	2.776	A
2 - Chilmington Avenue	36	872	1393	0.026	36	0.0	2.652	A
3 - A28 (S)	273	14	1879	0.145	272	0.2	2.481	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

2023 Observed - Validation, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	476	100.000
2 - Chilmington Avenue		✓	21	100.000
3 - A28 (S)		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	461
	2 - Chilmington Avenue	17	0	4
	3 - A28 (S)	509	4	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.21	2.10	0.3	A
2 - Chilmington Avenue	0.01	2.16	0.0	A
3 - A28 (S)	0.27	2.69	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	475	0.3	2.095	A
2 - Chilmington Avenue	21	460	1688	0.012	21	0.0	2.159	A
3 - A28 (S)	513	17	1877	0.273	511	0.4	2.686	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

2023 Observed, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	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)
D3	2023 Observed	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	888	100.000
2 - Chilmington Avenue		✓	36	100.000
3 - A28 (S)		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	873
	2 - Chilmington Avenue	14	0	22
	3 - A28 (S)	269	2	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.44	2.99	0.8	A
2 - Chilmington Avenue	0.03	2.79	0.0	A
3 - A28 (S)	0.16	2.53	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	669	3	2243	0.298	667	0.4	2.394	A
2 - Chilmington Avenue	27	657	1547	0.018	27	0.0	2.368	A
3 - A28 (S)	206	11	1882	0.109	205	0.1	2.379	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	798	4	2243	0.356	798	0.6	2.614	A
2 - Chilmington Avenue	32	786	1454	0.022	32	0.0	2.530	A
3 - A28 (S)	245	13	1880	0.131	245	0.2	2.439	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	978	4	2242	0.436	977	0.8	2.983	A
2 - Chilmington Avenue	40	962	1328	0.030	40	0.0	2.792	A
3 - A28 (S)	301	15	1878	0.160	300	0.2	2.528	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	978	4	2242	0.436	978	0.8	2.986	A
2 - Chilmington Avenue	40	963	1328	0.030	40	0.0	2.794	A
3 - A28 (S)	301	15	1878	0.160	301	0.2	2.528	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	798	4	2243	0.356	799	0.6	2.619	A
2 - Chilmington Avenue	32	787	1453	0.022	32	0.0	2.534	A
3 - A28 (S)	245	13	1880	0.131	246	0.2	2.442	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	669	3	2243	0.298	669	0.4	2.401	A
2 - Chilmington Avenue	27	659	1545	0.018	27	0.0	2.372	A
3 - A28 (S)	206	11	1882	0.109	206	0.1	2.381	A

2023 Observed, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	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)
D4	2023 Observed	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	476	100.000
2 - Chilmington Avenue		✓	21	100.000
3 - A28 (S)		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	461
	2 - Chilmington Avenue	17	0	4
	3 - A28 (S)	509	4	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.23	2.16	0.3	A
2 - Chilmington Avenue	0.01	2.21	0.0	A
3 - A28 (S)	0.30	2.80	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	358	3	2243	0.160	358	0.2	1.963	A
2 - Chilmington Avenue	16	346	1769	0.009	16	0.0	2.053	A
3 - A28 (S)	386	13	1880	0.205	385	0.3	2.455	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	428	4	2243	0.191	428	0.2	2.040	A
2 - Chilmington Avenue	19	414	1720	0.011	19	0.0	2.115	A
3 - A28 (S)	461	15	1879	0.246	461	0.3	2.589	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	524	4	2242	0.234	524	0.3	2.155	A
2 - Chilmington Avenue	23	507	1654	0.014	23	0.0	2.207	A
3 - A28 (S)	565	19	1876	0.301	564	0.4	2.799	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	524	4	2242	0.234	524	0.3	2.155	A
2 - Chilmington Avenue	23	508	1654	0.014	23	0.0	2.207	A
3 - A28 (S)	565	19	1876	0.301	565	0.4	2.799	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	428	4	2243	0.191	428	0.2	2.043	A
2 - Chilmington Avenue	19	415	1720	0.011	19	0.0	2.117	A
3 - A28 (S)	461	15	1878	0.246	462	0.3	2.593	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	358	3	2243	0.160	359	0.2	1.967	A
2 - Chilmington Avenue	16	347	1768	0.009	16	0.0	2.055	A
3 - A28 (S)	386	13	1880	0.205	386	0.3	2.459	A

2032 Future Year Baseline, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	4.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	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)
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1254	100.000
2 - Chilmington Avenue		✓	393	100.000
3 - A28 (S)		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	228	1026
	2 - Chilmington Avenue	349	0	44
	3 - A28 (S)	488	24	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.62	4.44	1.7	A
2 - Chilmington Avenue	0.36	4.65	0.6	A
3 - A28 (S)	0.35	3.74	0.6	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	944	20	2231	0.423	941	0.8	2.899	A
2 - Chilmington Avenue	296	771	1465	0.202	295	0.3	3.073	A
3 - A28 (S)	387	262	1712	0.226	386	0.3	2.994	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1127	23	2228	0.506	1126	1.1	3.397	A
2 - Chilmington Avenue	353	923	1356	0.260	353	0.4	3.585	A
3 - A28 (S)	462	313	1677	0.276	462	0.4	3.271	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1381	29	2224	0.621	1378	1.7	4.415	A
2 - Chilmington Avenue	433	1130	1209	0.358	432	0.6	4.630	A
3 - A28 (S)	566	384	1629	0.347	565	0.6	3.733	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1381	29	2224	0.621	1381	1.7	4.441	A
2 - Chilmington Avenue	433	1132	1207	0.358	433	0.6	4.647	A
3 - A28 (S)	566	384	1629	0.347	566	0.6	3.738	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1127	23	2228	0.506	1130	1.1	3.417	A
2 - Chilmington Avenue	353	926	1354	0.261	354	0.4	3.604	A
3 - A28 (S)	462	314	1676	0.276	463	0.4	3.279	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	944	20	2231	0.423	945	0.8	2.916	A
2 - Chilmington Avenue	296	775	1462	0.202	296	0.3	3.089	A
3 - A28 (S)	387	263	1711	0.226	387	0.3	3.003	A

2032 Future Year Baseline, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	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)
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	984	100.000
2 - Chilmington Avenue		✓	250	100.000
3 - A28 (S)		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	323	661
	2 - Chilmington Avenue	233	0	17
	3 - A28 (S)	648	35	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.49	3.24	1.0	A
2 - Chilmington Avenue	0.18	2.95	0.2	A
3 - A28 (S)	0.44	3.81	0.8	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	741	26	2226	0.333	739	0.5	2.466	A
2 - Chilmington Avenue	188	496	1662	0.113	188	0.1	2.442	A
3 - A28 (S)	514	175	1770	0.290	513	0.4	2.912	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	885	31	2222	0.398	884	0.7	2.742	A
2 - Chilmington Avenue	225	594	1592	0.141	225	0.2	2.632	A
3 - A28 (S)	614	209	1747	0.351	613	0.5	3.234	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1083	38	2217	0.489	1082	1.0	3.234	A
2 - Chilmington Avenue	275	727	1497	0.184	275	0.2	2.946	A
3 - A28 (S)	752	256	1715	0.438	751	0.8	3.801	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1083	39	2217	0.489	1083	1.0	3.239	A
2 - Chilmington Avenue	275	728	1496	0.184	275	0.2	2.947	A
3 - A28 (S)	752	257	1715	0.438	752	0.8	3.807	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	885	32	2222	0.398	886	0.7	2.749	A
2 - Chilmington Avenue	225	595	1591	0.141	225	0.2	2.635	A
3 - A28 (S)	614	210	1747	0.351	615	0.6	3.242	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	741	26	2226	0.333	741	0.5	2.474	A
2 - Chilmington Avenue	188	498	1660	0.113	188	0.1	2.447	A
3 - A28 (S)	514	176	1770	0.291	515	0.4	2.925	A

2032 Future Year Baseline + Proposed Development, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	4.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.49	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)
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1279	100.000
2 - Chilmington Avenue		✓	394	100.000
3 - A28 (S)		✓	590	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	228	1051
	2 - Chilmington Avenue	349	0	45
	3 - A28 (S)	560	28	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.63	4.61	1.8	A
2 - Chilmington Avenue	0.37	4.78	0.6	A
3 - A28 (S)	0.40	4.06	0.7	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	963	23	2229	0.432	960	0.8	2.945	A
2 - Chilmington Avenue	297	790	1452	0.204	296	0.3	3.111	A
3 - A28 (S)	444	262	1712	0.260	443	0.4	3.127	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1150	27	2225	0.517	1149	1.1	3.474	A
2 - Chilmington Avenue	354	946	1340	0.264	354	0.4	3.646	A
3 - A28 (S)	530	313	1677	0.316	530	0.5	3.463	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1408	33	2221	0.634	1406	1.8	4.579	A
2 - Chilmington Avenue	434	1157	1189	0.365	433	0.6	4.756	A
3 - A28 (S)	650	384	1629	0.399	649	0.7	4.050	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1408	33	2221	0.634	1408	1.8	4.610	A
2 - Chilmington Avenue	434	1159	1188	0.365	434	0.6	4.775	A
3 - A28 (S)	650	384	1629	0.399	650	0.7	4.058	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1150	27	2225	0.517	1152	1.1	3.500	A
2 - Chilmington Avenue	354	949	1338	0.265	355	0.4	3.664	A
3 - A28 (S)	530	314	1676	0.316	531	0.5	3.476	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	963	23	2229	0.432	964	0.8	2.965	A
2 - Chilmington Avenue	297	794	1449	0.205	297	0.3	3.128	A
3 - A28 (S)	444	263	1711	0.260	445	0.4	3.139	A

2032 Future Year Baseline + Proposed Development, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1076	100.000
2 - Chilmington Avenue		✓	266	100.000
3 - A28 (S)		✓	745	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	323	753
	2 - Chilmington Avenue	233	0	33
	3 - A28 (S)	701	44	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.54	3.59	1.2	A
2 - Chilmington Avenue	0.21	3.18	0.3	A
3 - A28 (S)	0.48	4.10	0.9	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	810	33	2221	0.365	808	0.6	2.596	A
2 - Chilmington Avenue	200	565	1612	0.124	200	0.1	2.546	A
3 - A28 (S)	561	175	1770	0.317	559	0.5	3.024	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	967	40	2216	0.437	966	0.8	2.940	A
2 - Chilmington Avenue	239	676	1533	0.156	239	0.2	2.781	A
3 - A28 (S)	670	209	1747	0.383	669	0.6	3.400	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1185	48	2209	0.536	1183	1.2	3.577	A
2 - Chilmington Avenue	293	828	1425	0.206	293	0.3	3.180	A
3 - A28 (S)	820	256	1715	0.478	819	0.9	4.087	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1185	48	2209	0.536	1185	1.2	3.586	A
2 - Chilmington Avenue	293	829	1424	0.206	293	0.3	3.182	A
3 - A28 (S)	820	257	1715	0.478	820	0.9	4.098	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	967	40	2216	0.437	969	0.8	2.949	A
2 - Chilmington Avenue	239	678	1532	0.156	239	0.2	2.787	A
3 - A28 (S)	670	210	1747	0.383	671	0.6	3.414	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	810	33	2221	0.365	811	0.6	2.609	A
2 - Chilmington Avenue	200	567	1611	0.124	200	0.1	2.552	A
3 - A28 (S)	561	176	1770	0.317	562	0.5	3.036	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: J02 - A28_Ashford Road (Revised Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 2
Report generation date: 05/09/2024 09:27:03

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
Stream B-C	0.1	6.04	0.05	A	0.1	6.37	0.07	A
Stream B-A	0.1	9.08	0.09	A	0.2	8.61	0.14	A
Stream C-B	0.4	7.61	0.26	A	0.1	6.69	0.07	A
	2023 Observed							
Stream B-C	0.1	6.17	0.05	A	0.1	6.60	0.08	A
Stream B-A	0.1	9.78	0.11	A	0.2	9.22	0.16	A
Stream C-B	0.4	8.08	0.29	A	0.1	6.90	0.08	A
	2032 Future Year Baseline							
Stream B-C	0.1	6.92	0.06	A	0.1	7.27	0.09	A
Stream B-A	0.2	13.25	0.15	B	0.3	11.78	0.20	B
Stream C-B	0.5	9.52	0.34	A	0.1	7.48	0.09	A
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.1	7.18	0.07	A	0.1	7.54	0.10	A
Stream B-A	0.2	14.56	0.16	B	0.3	13.30	0.22	B
Stream C-B	0.5	10.01	0.35	B	0.1	7.70	0.09	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 Av. delay per arriving vehicle.

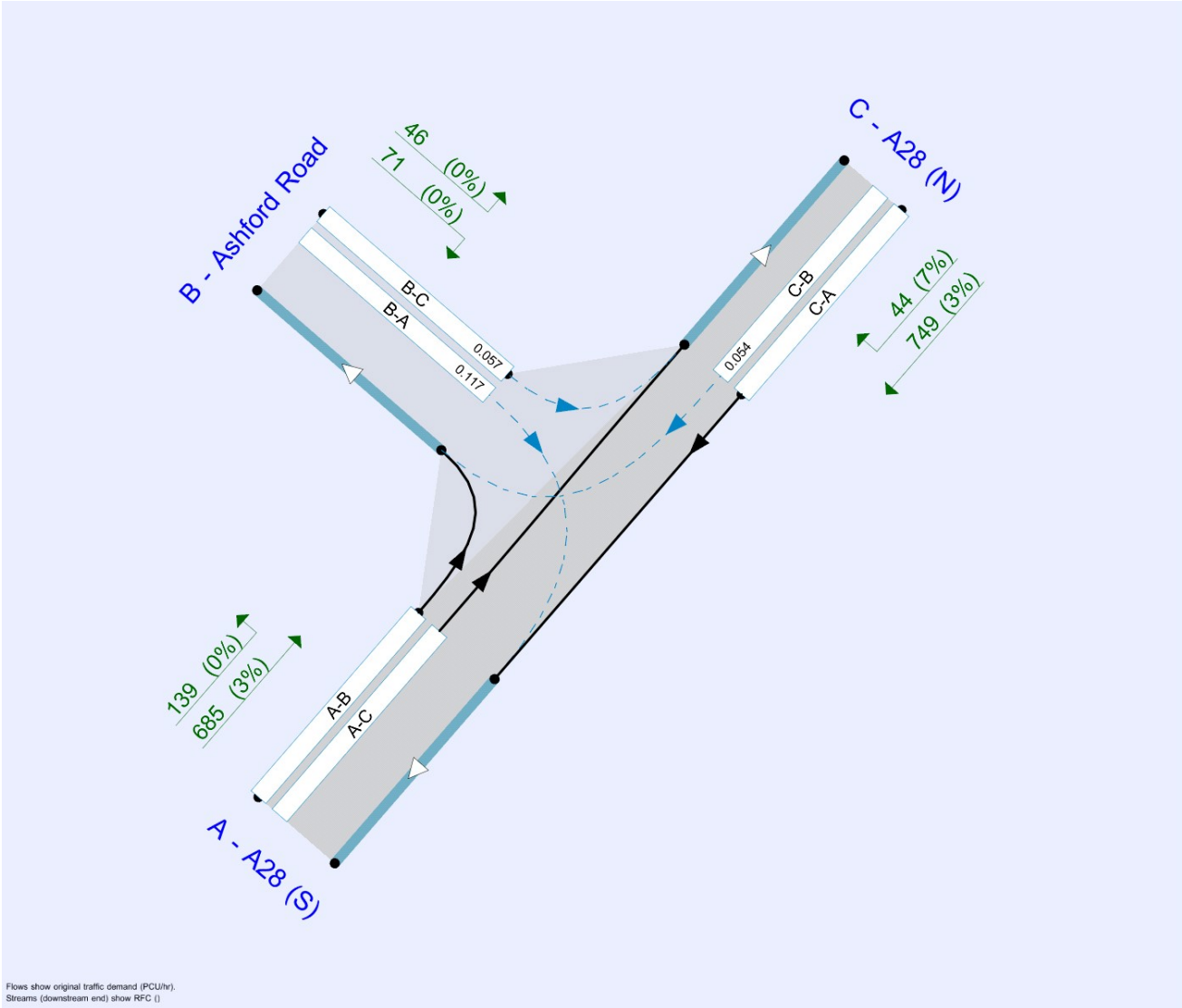
File summary

File Description

Title	Possingham Farm, Ashford
Location	J02 - A28 / Ashford Road
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15	✓
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15	✓
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15	✓
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15	✓
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15	✓
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15	✓

Analysis Set Details

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

2023 Observed - Validation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	A28 (S)		Major
B	Ashford Road		Minor
C	A28 (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 - A28 (N)	11.46		✓	3.50	143.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ashford Road	One lane plus flare	10.00	9.83	7.89	6.74	6.31		1.00	166	124

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	677	0.094	0.238	0.150	0.340
B-C	758	0.089	0.224	-	-
C-B	749	0.221	0.221	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		FLAT	✓	460	100.000
B - Ashford Road		FLAT	✓	73	100.000
C - A28 (N)		FLAT	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	232	228
	B - Ashford Road	41	0	32
	C - A28 (N)	706	170	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.04	0.1	A	32	48
B-A	0.09	9.08	0.1	A	41	62
C-A					706	1059
C-B	0.26	7.61	0.4	A	170	255
A-B					232	348
A-C					228	342

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.0	0.1	6.034	A
B-A	41	10	438	0.094	41	0.0	0.1	9.054	A
C-A	706	177			706				
C-B	170	43	648	0.263	169	0.0	0.4	7.570	A
A-B	232	58			232				
A-C	228	57			228				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

2023 Observed - Validation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		FLAT	✓	590	100.000
B - Ashford Road		FLAT	✓	112	100.000
C - A28 (N)		FLAT	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	134	456
	B - Ashford Road	68	0	44
	C - A28 (N)	424	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.37	0.1	A	44	66
B-A	0.14	8.61	0.2	A	68	102
C-A					424	636
C-B	0.07	6.69	0.1	A	43	65
A-B					134	201
A-C					456	684

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.0	0.1	6.362	A
B-A	68	17	486	0.140	67	0.0	0.2	8.588	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.0	0.1	6.683	A
A-B	134	34			134				
A-C	456	114			456				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

2023 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	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	2023 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	460	100.000
B - Ashford Road		ONE HOUR	✓	73	100.000
C - A28 (N)		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	232	228
	B - Ashford Road	41	0	32
	C - A28 (N)	706	170	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.17	0.1	A	29	44
B-A	0.11	9.78	0.1	A	38	56
C-A					648	972
C-B	0.29	8.08	0.4	A	156	234
A-B					213	319
A-C					209	314

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	693	0.035	24	0.0	0.0	5.753	A
B-A	31	8	497	0.062	31	0.0	0.1	7.715	A
C-A	532	133			532				
C-B	128	32	673	0.190	127	0.0	0.2	6.652	A
A-B	175	44			175				
A-C	172	43			172				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	679	0.042	29	0.0	0.0	5.918	A
B-A	37	9	462	0.080	37	0.1	0.1	8.471	A
C-A	635	159			635				
C-B	153	38	658	0.232	153	0.2	0.3	7.192	A
A-B	209	52			209				
A-C	205	51			205				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	660	0.053	35	0.0	0.1	6.167	A
B-A	45	11	413	0.109	45	0.1	0.1	9.776	A
C-A	777	194			777				
C-B	187	47	637	0.294	187	0.3	0.4	8.061	A
A-B	255	64			255				
A-C	251	63			251				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	660	0.053	35	0.1	0.1	6.169	A
B-A	45	11	413	0.109	45	0.1	0.1	9.781	A
C-A	777	194			777				
C-B	187	47	637	0.294	187	0.4	0.4	8.077	A
A-B	255	64			255				
A-C	251	63			251				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	679	0.042	29	0.1	0.0	5.924	A
B-A	37	9	462	0.080	37	0.1	0.1	8.480	A
C-A	635	159			635				
C-B	153	38	658	0.232	153	0.4	0.3	7.211	A
A-B	209	52			209				
A-C	205	51			205				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	693	0.035	24	0.0	0.0	5.761	A
B-A	31	8	497	0.062	31	0.1	0.1	7.731	A
C-A	532	133			532				
C-B	128	32	673	0.190	128	0.3	0.2	6.683	A
A-B	175	44			175				
A-C	172	43			172				

2023 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	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	2023 Observed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	590	100.000
B - Ashford Road		ONE HOUR	✓	112	100.000
C - A28 (N)		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	134	456
	B - Ashford Road	68	0	44
	C - A28 (N)	424	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	6.60	0.1	A	40	61
B-A	0.16	9.22	0.2	A	62	94
C-A					389	584
C-B	0.08	6.90	0.1	A	39	59
A-B					123	184
A-C					418	628

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	644	0.051	33	0.0	0.1	5.886	A
B-A	51	13	536	0.095	51	0.0	0.1	7.410	A
C-A	319	80			319				
C-B	32	8	651	0.050	32	0.0	0.1	6.222	A
A-B	101	25			101				
A-C	343	86			343				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	624	0.063	40	0.1	0.1	6.163	A
B-A	61	15	506	0.121	61	0.1	0.1	8.080	A
C-A	381	95			381				
C-B	39	10	632	0.061	39	0.1	0.1	6.491	A
A-B	120	30			120				
A-C	410	102			410				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	594	0.082	48	0.1	0.1	6.597	A
B-A	75	19	465	0.161	75	0.1	0.2	9.210	A
C-A	467	117			467				
C-B	47	12	606	0.078	47	0.1	0.1	6.899	A
A-B	148	37			148				
A-C	502	126			502				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	594	0.082	48	0.1	0.1	6.599	A
B-A	75	19	465	0.161	75	0.2	0.2	9.219	A
C-A	467	117			467				
C-B	47	12	606	0.078	47	0.1	0.1	6.899	A
A-B	148	37			148				
A-C	502	126			502				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	623	0.063	40	0.1	0.1	6.170	A
B-A	61	15	506	0.121	61	0.2	0.1	8.092	A
C-A	381	95			381				
C-B	39	10	632	0.061	39	0.1	0.1	6.495	A
A-B	120	30			120				
A-C	410	102			410				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	644	0.051	33	0.1	0.1	5.893	A
B-A	51	13	536	0.095	51	0.1	0.1	7.426	A
C-A	319	80			319				
C-B	32	8	651	0.050	32	0.1	0.1	6.228	A
A-B	101	25			101				
A-C	343	86			343				

2032 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.36	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	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	709	100.000
B - Ashford Road		ONE HOUR	✓	77	100.000
C - A28 (N)		ONE HOUR	✓	1049	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	241	468
	B - Ashford Road	43	0	34
	C - A28 (N)	872	177	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.92	0.1	A	31	47
B-A	0.15	13.25	0.2	B	39	59
C-A					800	1200
C-B	0.34	9.52	0.5	A	162	244
A-B					221	332
A-C					429	644

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	651	0.039	25	0.0	0.0	6.151	A
B-A	32	8	432	0.075	32	0.0	0.1	8.978	A
C-A	656	164			656				
C-B	133	33	631	0.211	132	0.0	0.3	7.271	A
A-B	181	45			181				
A-C	352	88			352				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	628	0.049	31	0.0	0.1	6.441	A
B-A	39	10	385	0.100	39	0.1	0.1	10.395	B
C-A	784	196			784				
C-B	159	40	608	0.262	159	0.3	0.4	8.076	A
A-B	217	54			217				
A-C	421	105			421				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	595	0.063	37	0.1	0.1	6.911	A
B-A	47	12	319	0.148	47	0.1	0.2	13.225	B
C-A	960	240			960				
C-B	195	49	577	0.338	194	0.4	0.5	9.495	A
A-B	265	66			265				
A-C	515	129			515				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	594	0.063	37	0.1	0.1	6.915	A
B-A	47	12	319	0.148	47	0.2	0.2	13.254	B
C-A	960	240			960				
C-B	195	49	577	0.338	195	0.5	0.5	9.525	A
A-B	265	66			265				
A-C	515	129			515				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	628	0.049	31	0.1	0.1	6.451	A
B-A	39	10	385	0.101	39	0.2	0.1	10.421	B
C-A	784	196			784				
C-B	159	40	608	0.262	160	0.5	0.4	8.117	A
A-B	217	54			217				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	651	0.039	26	0.1	0.0	6.160	A
B-A	32	8	432	0.075	32	0.1	0.1	9.010	A
C-A	656	164			656				
C-B	133	33	631	0.211	134	0.4	0.3	7.311	A
A-B	181	45			181				
A-C	352	88			352				

2032 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	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	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	764	100.000
B - Ashford Road		ONE HOUR	✓	117	100.000
C - A28 (N)		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	139	625
	B - Ashford Road	71	0	46
	C - A28 (N)	636	44	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	7.27	0.1	A	42	63
B-A	0.20	11.78	0.3	B	65	98
C-A					584	875
C-B	0.09	7.48	0.1	A	40	61
A-B					128	191
A-C					574	860

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	614	0.056	34	0.0	0.1	6.207	A
B-A	53	13	480	0.111	53	0.0	0.1	8.413	A
C-A	479	120			479				
C-B	33	8	622	0.053	33	0.0	0.1	6.534	A
A-B	105	26			105				
A-C	471	118			471				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	586	0.071	41	0.1	0.1	6.603	A
B-A	64	16	440	0.145	64	0.1	0.2	9.564	A
C-A	572	143			572				
C-B	40	10	597	0.066	39	0.1	0.1	6.904	A
A-B	125	31			125				
A-C	562	140			562				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	546	0.093	51	0.1	0.1	7.262	A
B-A	78	20	384	0.204	78	0.2	0.3	11.754	B
C-A	700	175			700				
C-B	48	12	563	0.086	48	0.1	0.1	7.482	A
A-B	153	38			153				
A-C	688	172			688				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	546	0.093	51	0.1	0.1	7.269	A
B-A	78	20	384	0.204	78	0.3	0.3	11.778	B
C-A	700	175			700				
C-B	48	12	563	0.086	48	0.1	0.1	7.482	A
A-B	153	38			153				
A-C	688	172			688				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	586	0.071	41	0.1	0.1	6.611	A
B-A	64	16	440	0.145	64	0.3	0.2	9.588	A
C-A	572	143			572				
C-B	40	10	597	0.066	40	0.1	0.1	6.907	A
A-B	125	31			125				
A-C	562	140			562				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	614	0.056	35	0.1	0.1	6.219	A
B-A	53	13	480	0.111	54	0.2	0.1	8.437	A
C-A	479	120			479				
C-B	33	8	622	0.053	33	0.1	0.1	6.541	A
A-B	105	26			105				
A-C	471	118			471				

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	785	100.000
B - Ashford Road		ONE HOUR	✓	77	100.000
C - A28 (N)		ONE HOUR	✓	1076	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	241	544
	B - Ashford Road	43	0	34
	C - A28 (N)	899	177	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.18	0.1	A	31	47
B-A	0.16	14.56	0.2	B	39	59
C-A					825	1237
C-B	0.35	10.01	0.5	B	162	244
A-B					221	332
A-C					499	749

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	638	0.040	25	0.0	0.0	6.283	A
B-A	32	8	416	0.078	32	0.0	0.1	9.374	A
C-A	677	169			677				
C-B	133	33	619	0.215	132	0.0	0.3	7.458	A
A-B	181	45			181				
A-C	410	102			410				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	613	0.050	31	0.0	0.1	6.617	A
B-A	39	10	365	0.106	39	0.1	0.1	11.026	B
C-A	808	202			808				
C-B	159	40	593	0.268	159	0.3	0.4	8.363	A
A-B	217	54			217				
A-C	489	122			489				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	574	0.065	37	0.1	0.1	7.173	A
B-A	47	12	295	0.161	47	0.1	0.2	14.520	B
C-A	990	247			990				
C-B	195	49	558	0.349	194	0.4	0.5	9.973	A
A-B	265	66			265				
A-C	599	150			599				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	574	0.065	37	0.1	0.1	7.179	A
B-A	47	12	295	0.161	47	0.2	0.2	14.558	B
C-A	990	247			990				
C-B	195	49	558	0.349	195	0.5	0.5	10.010	B
A-B	265	66			265				
A-C	599	150			599				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	612	0.050	31	0.1	0.1	6.628	A
B-A	39	10	365	0.106	39	0.2	0.1	11.057	B
C-A	808	202			808				
C-B	159	40	593	0.268	160	0.5	0.4	8.403	A
A-B	217	54			217				
A-C	489	122			489				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	638	0.040	26	0.1	0.0	6.292	A
B-A	32	8	415	0.078	33	0.1	0.1	9.402	A
C-A	677	169			677				
C-B	133	33	619	0.215	134	0.4	0.3	7.505	A
A-B	181	45			181				
A-C	410	102			410				

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	824	100.000
B - Ashford Road		ONE HOUR	✓	117	100.000
C - A28 (N)		ONE HOUR	✓	793	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	139	685
	B - Ashford Road	71	0	46
	C - A28 (N)	749	44	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.54	0.1	A	42	63
B-A	0.22	13.30	0.3	B	65	98
C-A					687	1031
C-B	0.09	7.70	0.1	A	40	61
A-B					128	191
A-C					629	943

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	603	0.057	34	0.0	0.1	6.324	A
B-A	53	13	457	0.117	53	0.0	0.1	8.907	A
C-A	564	141			564				
C-B	33	8	612	0.054	33	0.0	0.1	6.647	A
A-B	105	26			105				
A-C	516	129			516				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	573	0.072	41	0.1	0.1	6.768	A
B-A	64	16	411	0.155	64	0.1	0.2	10.343	B
C-A	673	168			673				
C-B	40	10	585	0.068	39	0.1	0.1	7.055	A
A-B	125	31			125				
A-C	616	154			616				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	528	0.096	51	0.1	0.1	7.534	A
B-A	78	20	349	0.224	78	0.2	0.3	13.259	B
C-A	825	206			825				
C-B	48	12	549	0.088	48	0.1	0.1	7.698	A
A-B	153	38			153				
A-C	754	189			754				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	528	0.096	51	0.1	0.1	7.544	A
B-A	78	20	349	0.224	78	0.3	0.3	13.296	B
C-A	825	206			825				
C-B	48	12	549	0.088	48	0.1	0.1	7.701	A
A-B	153	38			153				
A-C	754	189			754				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	573	0.072	41	0.1	0.1	6.781	A
B-A	64	16	412	0.155	64	0.3	0.2	10.378	B
C-A	673	168			673				
C-B	40	10	585	0.068	40	0.1	0.1	7.061	A
A-B	125	31			125				
A-C	616	154			616				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	603	0.057	35	0.1	0.1	6.337	A
B-A	53	13	457	0.117	54	0.2	0.1	8.939	A
C-A	564	141			564				
C-B	33	8	612	0.054	33	0.1	0.1	6.656	A
A-B	105	26			105				
A-C	516	129			516				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: J03 - A28_Tithe Barn Lane (Revised Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 3
Report generation date: 05/09/2024 09:28:42

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
1 - A28 (N)	0.6	3.31	0.38	A	0.9	3.73	0.46	A
2 - Tithe Barn Lane	0.8	4.16	0.43	A	0.2	2.68	0.17	A
3 - A28 (S)	0.2	2.89	0.17	A	0.4	3.10	0.31	A
	2023 Observed							
1 - A28 (N)	0.8	3.55	0.42	A	1.0	4.14	0.51	A
2 - Tithe Barn Lane	1.0	4.72	0.48	A	0.2	2.80	0.19	A
3 - A28 (S)	0.3	3.00	0.19	A	0.5	3.29	0.34	A
	2032 Future Year Baseline							
1 - A28 (N)	1.8	5.64	0.63	A	4.8	11.98	0.83	B
2 - Tithe Barn Lane	1.6	7.78	0.62	A	0.4	4.10	0.27	A
3 - A28 (S)	1.5	5.82	0.57	A	1.4	5.11	0.57	A
	2032 Future Year Baseline + Proposed Development							
1 - A28 (N)	1.9	5.94	0.65	A	7.5	17.94	0.89	C
2 - Tithe Barn Lane	1.7	8.17	0.63	A	0.4	4.50	0.29	A
3 - A28 (S)	1.8	6.56	0.62	A	1.6	5.56	0.61	A

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

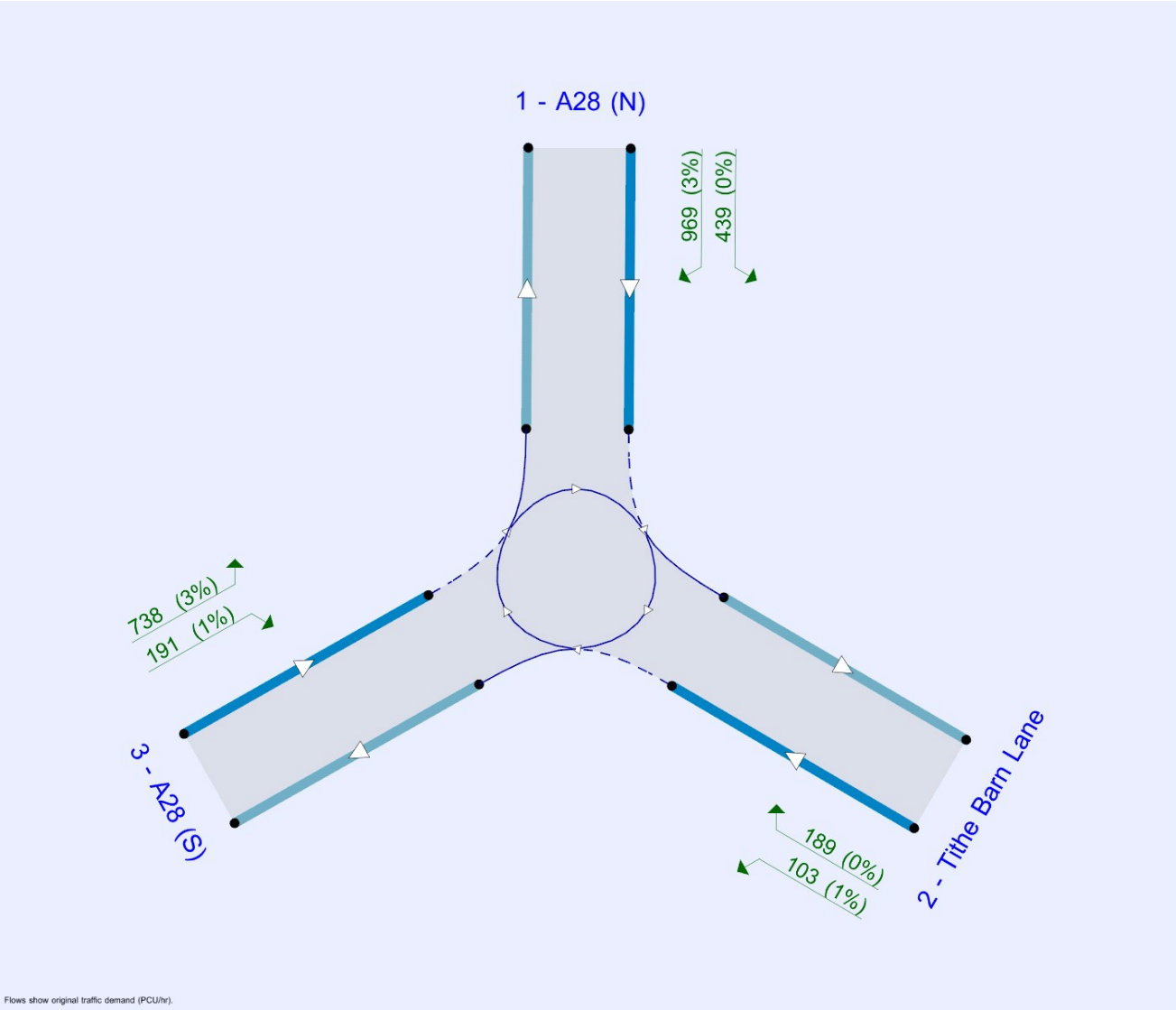
File summary

File Description

Title	Possingham Farm, Ashford
Location	J03 - A28 / Tithe Barn Lane Roundabout
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15	✓
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15	✓
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15	✓
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15	✓
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15	✓
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15	✓

Analysis Set Details

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

2023 Observed - Validation, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (N)		
2	Tithe Barn Lane		
3	A28 (S)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A28 (N)	3.60	8.10	16.1	29.9	33.0	13.4		
2 - Tithe Barn Lane	3.40	8.36	17.5	20.3	33.0	14.3		
3 - A28 (S)	3.49	9.51	12.9	22.3	33.0	19.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (N)	0.727	1944
2 - Tithe Barn Lane	0.716	1919
3 - A28 (S)	0.701	1863

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 period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		FLAT	✓	704	100.000
2 - Tithe Barn Lane		FLAT	✓	661	100.000
3 - A28 (S)		FLAT	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	178	523
	2 - Tithe Barn Lane	289	12	360
	3 - A28 (S)	186	99	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.38	3.31	0.6	A	704	1056
2 - Tithe Barn Lane	0.43	4.16	0.8	A	661	992
3 - A28 (S)	0.17	2.89	0.2	A	285	428

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1864	0.378	701	476	0.0	0.6	3.297	A
2 - Tithe Barn Lane	661	165	524	1544	0.428	658	288	0.0	0.8	4.128	A
3 - A28 (S)	285	71	303	1651	0.173	284	879	0.0	0.2	2.883	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	A

2023 Observed - Validation, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		FLAT	✓	831	100.000
2 - Tithe Barn Lane		FLAT	✓	281	100.000
3 - A28 (S)		FLAT	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	35	424	372
	2 - Tithe Barn Lane	182	4	95
	3 - A28 (S)	339	182	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.46	3.73	0.9	A	831	1247
2 - Tithe Barn Lane	0.17	2.68	0.2	A	281	422
3 - A28 (S)	0.31	3.10	0.4	A	521	782

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	185	1809	0.459	828	554	0.0	0.9	3.704	A
2 - Tithe Barn Lane	281	70	405	1629	0.172	280	608	0.0	0.2	2.676	A
3 - A28 (S)	521	130	220	1709	0.305	519	465	0.0	0.4	3.092	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	A

2023 Observed, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	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	2023 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	704	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	661	100.000
3 - A28 (S)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	178	523
	2 - Tithe Barn Lane	289	12	360
	3 - A28 (S)	186	99	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.42	3.55	0.8	A	646	969
2 - Tithe Barn Lane	0.48	4.72	1.0	A	607	910
3 - A28 (S)	0.19	3.00	0.3	A	262	392

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	530	133	83	1883	0.281	528	359	0.0	0.4	2.829	A
2 - Tithe Barn Lane	498	124	395	1637	0.304	496	217	0.0	0.4	3.214	A
3 - A28 (S)	215	54	228	1703	0.126	214	663	0.0	0.2	2.645	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	633	158	100	1871	0.338	632	429	0.4	0.5	3.096	A
2 - Tithe Barn Lane	594	149	472	1581	0.376	594	260	0.4	0.6	3.716	A
3 - A28 (S)	256	64	273	1672	0.153	256	793	0.2	0.2	2.784	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	775	194	122	1855	0.418	774	526	0.5	0.8	3.548	A
2 - Tithe Barn Lane	728	182	578	1505	0.484	726	318	0.6	0.9	4.707	A
3 - A28 (S)	314	78	334	1629	0.193	314	971	0.2	0.3	2.997	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	775	194	122	1855	0.418	775	526	0.8	0.8	3.554	A
2 - Tithe Barn Lane	728	182	579	1505	0.484	728	318	0.9	1.0	4.724	A
3 - A28 (S)	314	78	335	1629	0.193	314	972	0.3	0.3	2.998	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	633	158	100	1871	0.338	634	430	0.8	0.5	3.106	A
2 - Tithe Barn Lane	594	149	474	1580	0.376	596	260	1.0	0.6	3.734	A
3 - A28 (S)	256	64	274	1671	0.153	256	795	0.3	0.2	2.789	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	530	133	84	1883	0.281	531	360	0.5	0.4	2.839	A
2 - Tithe Barn Lane	498	124	396	1635	0.304	498	218	0.6	0.4	3.229	A
3 - A28 (S)	215	54	229	1702	0.126	215	666	0.2	0.2	2.652	A

2023 Observed, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	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	2023 Observed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	831	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	281	100.000
3 - A28 (S)		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	35	424	372
	2 - Tithe Barn Lane	182	4	95
	3 - A28 (S)	339	182	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.51	4.14	1.0	A	763	1144
2 - Tithe Barn Lane	0.19	2.80	0.2	A	258	387
3 - A28 (S)	0.34	3.29	0.5	A	478	717

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	626	156	140	1842	0.340	624	417	0.0	0.5	2.987	A
2 - Tithe Barn Lane	212	53	305	1701	0.124	211	458	0.0	0.1	2.425	A
3 - A28 (S)	392	98	166	1747	0.225	391	350	0.0	0.3	2.713	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	747	187	167	1822	0.410	746	499	0.5	0.7	3.388	A
2 - Tithe Barn Lane	253	63	366	1658	0.152	252	548	0.1	0.2	2.570	A
3 - A28 (S)	468	117	199	1724	0.272	468	419	0.3	0.4	2.932	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	915	229	205	1795	0.510	914	612	0.7	1.0	4.130	A
2 - Tithe Barn Lane	309	77	447	1599	0.194	309	671	0.2	0.2	2.800	A
3 - A28 (S)	574	143	243	1693	0.339	573	513	0.4	0.5	3.287	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	915	229	205	1795	0.510	915	612	1.0	1.0	4.143	A
2 - Tithe Barn Lane	309	77	448	1598	0.194	309	672	0.2	0.2	2.801	A
3 - A28 (S)	574	143	243	1693	0.339	574	514	0.5	0.5	3.290	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	747	187	167	1822	0.410	748	500	1.0	0.7	3.400	A
2 - Tithe Barn Lane	253	63	367	1657	0.152	253	549	0.2	0.2	2.572	A
3 - A28 (S)	468	117	199	1724	0.272	469	421	0.5	0.4	2.937	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	626	156	140	1842	0.340	626	419	0.7	0.5	3.003	A
2 - Tithe Barn Lane	212	53	307	1700	0.124	212	460	0.2	0.1	2.427	A
3 - A28 (S)	392	98	167	1746	0.225	393	352	0.4	0.3	2.722	A

2032 Future Year Baseline, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	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	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1062	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	687	100.000
3 - A28 (S)		ONE HOUR	✓	839	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	185	874
	2 - Tithe Barn Lane	301	12	374
	3 - A28 (S)	737	102	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.63	5.64	1.8	A	975	1462
2 - Tithe Barn Lane	0.62	7.78	1.6	A	630	946
3 - A28 (S)	0.57	5.82	1.5	A	770	1155

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	800	200	85	1882	0.425	796	780	0.0	0.8	3.541	A
2 - Tithe Barn Lane	517	129	658	1448	0.357	515	224	0.0	0.6	3.923	A
3 - A28 (S)	632	158	237	1697	0.372	629	936	0.0	0.7	3.778	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	955	239	102	1870	0.511	953	934	0.8	1.1	4.201	A
2 - Tithe Barn Lane	618	154	787	1356	0.456	616	268	0.6	0.8	4.960	A
3 - A28 (S)	754	189	284	1664	0.453	753	1120	0.7	0.9	4.436	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1169	292	125	1853	0.631	1167	1143	1.1	1.8	5.593	A
2 - Tithe Barn Lane	756	189	963	1230	0.615	753	328	0.8	1.6	7.661	A
3 - A28 (S)	924	231	347	1620	0.570	922	1370	0.9	1.5	5.772	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1169	292	126	1853	0.631	1169	1146	1.8	1.8	5.639	A
2 - Tithe Barn Lane	756	189	966	1228	0.616	756	329	1.6	1.6	7.780	A
3 - A28 (S)	924	231	348	1619	0.570	924	1374	1.5	1.5	5.816	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	955	239	103	1869	0.511	957	939	1.8	1.1	4.239	A
2 - Tithe Barn Lane	618	154	791	1353	0.456	621	270	1.6	0.9	5.032	A
3 - A28 (S)	754	189	285	1663	0.454	756	1126	1.5	0.9	4.474	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	800	200	86	1881	0.425	801	785	1.1	0.8	3.570	A
2 - Tithe Barn Lane	517	129	661	1446	0.358	518	225	0.9	0.6	3.964	A
3 - A28 (S)	632	158	238	1696	0.372	633	941	0.9	0.7	3.811	A

2032 Future Year Baseline, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	8.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.68	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	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1350	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	291	100.000
3 - A28 (S)		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	36	439	875
	2 - Tithe Barn Lane	189	4	98
	3 - A28 (S)	688	188	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.83	11.98	4.8	B	1239	1858
2 - Tithe Barn Lane	0.27	4.10	0.4	A	267	401
3 - A28 (S)	0.57	5.11	1.4	A	804	1206

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1016	254	144	1839	0.553	1011	685	0.0	1.2	4.406	A
2 - Tithe Barn Lane	219	55	682	1431	0.153	218	473	0.0	0.2	2.978	A
3 - A28 (S)	659	165	172	1743	0.378	657	729	0.0	0.6	3.394	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1214	303	172	1819	0.667	1211	820	1.2	2.0	6.004	A
2 - Tithe Barn Lane	262	65	817	1334	0.196	261	566	0.2	0.2	3.366	A
3 - A28 (S)	788	197	206	1719	0.458	787	873	0.6	0.9	3.956	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1486	372	211	1791	0.830	1476	1003	2.0	4.6	11.292	B
2 - Tithe Barn Lane	320	80	996	1206	0.266	320	691	0.2	0.4	4.074	A
3 - A28 (S)	964	241	252	1687	0.572	963	1064	0.9	1.4	5.086	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1486	372	211	1790	0.830	1486	1005	4.6	4.8	11.980	B
2 - Tithe Barn Lane	320	80	1003	1201	0.267	320	695	0.4	0.4	4.099	A
3 - A28 (S)	964	241	252	1686	0.572	964	1071	1.4	1.4	5.114	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1214	303	173	1818	0.667	1224	823	4.8	2.1	6.291	A
2 - Tithe Barn Lane	262	65	826	1328	0.197	262	571	0.4	0.2	3.393	A
3 - A28 (S)	788	197	206	1718	0.458	789	882	1.4	0.9	3.984	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1016	254	145	1839	0.553	1020	688	2.1	1.3	4.496	A
2 - Tithe Barn Lane	219	55	688	1427	0.154	219	476	0.2	0.2	2.994	A
3 - A28 (S)	659	165	173	1742	0.379	660	735	0.9	0.6	3.418	A

2032 Future Year Baseline + Proposed Development, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	6.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1082	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	693	100.000
3 - A28 (S)		ONE HOUR	✓	911	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	185	894
	2 - Tithe Barn Lane	301	12	380
	3 - A28 (S)	793	118	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.65	5.94	1.9	A	993	1489
2 - Tithe Barn Lane	0.63	8.17	1.7	A	636	954
3 - A28 (S)	0.62	6.56	1.8	A	836	1254

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	815	204	97	1873	0.435	811	822	0.0	0.8	3.621	A
2 - Tithe Barn Lane	522	130	673	1438	0.363	519	236	0.0	0.6	3.988	A
3 - A28 (S)	686	171	237	1697	0.404	683	955	0.0	0.8	3.973	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	973	243	117	1859	0.523	971	985	0.8	1.2	4.335	A
2 - Tithe Barn Lane	623	156	805	1343	0.464	622	283	0.6	0.9	5.083	A
3 - A28 (S)	819	205	284	1664	0.492	818	1144	0.8	1.1	4.768	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1191	298	143	1840	0.647	1188	1204	1.2	1.9	5.884	A
2 - Tithe Barn Lane	763	191	985	1214	0.629	760	346	0.9	1.7	8.025	A
3 - A28 (S)	1003	251	346	1620	0.619	1000	1398	1.1	1.8	6.489	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1191	298	143	1840	0.647	1191	1208	1.9	1.9	5.940	A
2 - Tithe Barn Lane	763	191	988	1212	0.629	763	347	1.7	1.7	8.166	A
3 - A28 (S)	1003	251	348	1619	0.619	1003	1403	1.8	1.8	6.556	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	973	243	117	1859	0.523	976	990	1.9	1.2	4.380	A
2 - Tithe Barn Lane	623	156	809	1340	0.465	626	284	1.7	0.9	5.164	A
3 - A28 (S)	819	205	286	1663	0.492	822	1150	1.8	1.1	4.821	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	815	204	98	1873	0.435	816	828	1.2	0.8	3.652	A
2 - Tithe Barn Lane	522	130	676	1435	0.364	523	238	0.9	0.6	4.031	A
3 - A28 (S)	686	171	238	1696	0.404	687	961	1.1	0.8	4.012	A

2032 Future Year Baseline + Proposed Development, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	12.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.14	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1444	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	296	100.000
3 - A28 (S)		ONE HOUR	✓	929	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	36	439	969
	2 - Tithe Barn Lane	189	4	103
	3 - A28 (S)	738	191	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.89	17.94	7.5	C	1325	1988
2 - Tithe Barn Lane	0.29	4.50	0.4	A	272	407
3 - A28 (S)	0.61	5.56	1.6	A	852	1279

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1087	272	146	1838	0.592	1081	722	0.0	1.5	4.819	A
2 - Tithe Barn Lane	223	56	753	1380	0.161	222	475	0.0	0.2	3.117	A
3 - A28 (S)	699	175	172	1743	0.401	697	803	0.0	0.7	3.522	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1298	325	175	1817	0.715	1294	865	1.5	2.5	6.969	A
2 - Tithe Barn Lane	266	67	901	1274	0.209	266	568	0.2	0.3	3.581	A
3 - A28 (S)	835	209	206	1719	0.486	834	961	0.7	1.0	4.168	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1590	397	214	1788	0.889	1572	1058	2.5	7.1	15.762	C
2 - Tithe Barn Lane	326	81	1094	1136	0.287	325	692	0.3	0.4	4.453	A
3 - A28 (S)	1023	256	251	1687	0.606	1020	1168	1.0	1.6	5.521	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1590	397	215	1788	0.889	1588	1060	7.1	7.5	17.940	C
2 - Tithe Barn Lane	326	81	1105	1128	0.289	326	697	0.4	0.4	4.503	A
3 - A28 (S)	1023	256	252	1686	0.607	1023	1179	1.6	1.6	5.564	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1298	325	176	1816	0.715	1318	868	7.5	2.6	7.645	A
2 - Tithe Barn Lane	266	67	917	1263	0.211	267	576	0.4	0.3	3.631	A
3 - A28 (S)	835	209	207	1718	0.486	838	977	1.6	1.0	4.205	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1087	272	147	1837	0.592	1092	726	2.6	1.5	4.956	A
2 - Tithe Barn Lane	223	56	760	1375	0.162	223	479	0.3	0.2	3.137	A
3 - A28 (S)	699	175	173	1742	0.401	701	810	1.0	0.7	3.551	A

Junctions 10

PICADY 10 - Priority Intersection Module

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Filename: Junction 5 - Chilmington Green Road_The Avenue (Revised Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 5
Report generation date: 05/09/2024 09:30:09

»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline							
Stream B-CD	1.1	10.79	0.53	B	0.7	8.41	0.41	A
Stream B-AD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-BC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	1.1	12.33	0.52	B	2.2	18.22	0.68	C
	2032 Future Year Baseline + Proposed Development							
Stream B-CD	1.2	11.31	0.55	B	0.8	9.06	0.44	A
Stream B-AD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-BC	0.1	11.20	0.06	B	0.0	10.70	0.04	B
Stream C-ABD	1.9	14.86	0.63	B	2.6	20.51	0.72	C

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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	05/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		9.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.67	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Avenue (N)		Major
B	Chilmington Green Road (E)		Minor
C	The Avenue (S)		Major
D	Chilmington Green Road (W)		Minor

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)
A - The Avenue (N)	6.00			76.0	✓	0.00
C - The Avenue (S)	6.00			67.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Chilmington Green Road (E)	One lane plus flare	10.00	10.00	4.83	2.97	2.94	✓	1.00	44	60
D - Chilmington Green Road (W)	One lane plus flare	10.00	6.97	3.06	2.80	2.78	✓	1.00	50	83

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.239	0.342	0.239	-	-	-
B-A	539	0.098	0.248	0.248	-	-	-	0.156	0.354	-	0.248	0.248	0.124
B-C	738	0.113	0.286	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	581	0.106	0.268	0.268	-	-	-	0.168	0.382	0.168	-	-	-
B-D, offside lane	539	0.098	0.248	0.248	-	-	-	0.156	0.354	0.156	-	-	-
C-B	613	0.237	0.237	0.339	-	-	-	-	-	-	-	-	-
D-A	760	-	-	-	-	-	-	0.295	-	0.117	-	-	-
D-B, nearside lane	601	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
D-B, offside lane	558	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-C	558	-	0.162	0.367	0.128	0.257	0.257	0.257	0.257	0.102	-	-	-

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)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	103	100.000
B - Chilmington Green Road (E)		✓	346	100.000
C - The Avenue (S)		✓	297	100.000
D - Chilmington Green Road (W)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	48	55	0
	B - Chilmington Green Road (E)	0	0	346	0
	C - The Avenue (S)	26	271	0	0
	D - Chilmington Green Road (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	3
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.53	10.79	1.1	B
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.52	12.33	1.1	B
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	722	0.361	258	0.6	7.729	A
B-AD	0	450	0.000	0	0.0	0.000	A
A-BCD	0	544	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	41			41			
D-AB	0	620	0.000	0	0.0	0.000	A
D-BC	0	455	0.000	0	0.0	0.000	A
C-ABD	211	607	0.347	209	0.5	8.983	A
C-D	0			0			
C-A	13			13			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	311	719	0.433	310	0.8	8.796	A
B-AD	0	432	0.000	0	0.0	0.000	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	49			49			
D-AB	0	609	0.000	0	0.0	0.000	A
D-BC	0	434	0.000	0	0.0	0.000	A
C-ABD	253	607	0.418	253	0.7	10.156	B
C-D	0			0			
C-A	14			14			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	381	714	0.533	379	1.1	10.698	B
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	508	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	61			61			
D-AB	0	594	0.000	0	0.0	0.000	A
D-BC	0	405	0.000	0	0.0	0.000	A
C-ABD	313	605	0.518	312	1.1	12.221	B
C-D	0			0			
C-A	14			14			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	381	714	0.533	381	1.1	10.787	B
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	508	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	61			61			
D-AB	0	593	0.000	0	0.0	0.000	A
D-BC	0	404	0.000	0	0.0	0.000	A
C-ABD	313	605	0.518	313	1.1	12.332	B
C-D	0			0			
C-A	14			14			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	311	719	0.433	312	0.8	8.891	A
B-AD	0	431	0.000	0	0.0	0.000	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	49			49			
D-AB	0	608	0.000	0	0.0	0.000	A
D-BC	0	433	0.000	0	0.0	0.000	A
C-ABD	254	607	0.418	255	0.7	10.280	B
C-D	0			0			
C-A	13			13			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	722	0.361	261	0.6	7.832	A
B-AD	0	449	0.000	0	0.0	0.000	A
A-BCD	0	542	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	41			41			
D-AB	0	619	0.000	0	0.0	0.000	A
D-BC	0	454	0.000	0	0.0	0.000	A
C-ABD	211	608	0.347	212	0.6	9.116	A
C-D	0			0			
C-A	13			13			

2032 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		12.60	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.60	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	66	100.000
B - Chilmington Green Road (E)		✓	268	100.000
C - The Avenue (S)		✓	399	100.000
D - Chilmington Green Road (W)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	31	35	0
	B - Chilmington Green Road (E)	0	0	268	0
	C - The Avenue (S)	38	361	0	0
	D - Chilmington Green Road (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	1
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.41	8.41	0.7	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.68	18.22	2.2	C
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	202	728	0.277	200	0.4	6.808	A
B-AD	0	429	0.000	0	0.0	0.000	A
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	26			26			
D-AB	0	608	0.000	0	0.0	0.000	A
D-BC	0	447	0.000	0	0.0	0.000	A
C-ABD	285	620	0.460	282	0.9	10.539	B
C-D	0			0			
C-A	15			15			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	726	0.332	240	0.5	7.414	A
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	498	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	31			31			
D-AB	0	593	0.000	0	0.0	0.000	A
D-BC	0	424	0.000	0	0.0	0.000	A
C-ABD	344	622	0.553	342	1.2	12.818	B
C-D	0			0			
C-A	15			15			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	295	723	0.408	294	0.7	8.384	A
B-AD	0	377	0.000	0	0.0	0.000	A
A-BCD	0	470	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	39			39			
D-AB	0	574	0.000	0	0.0	0.000	A
D-BC	0	393	0.000	0	0.0	0.000	A
C-ABD	426	624	0.684	423	2.1	17.658	C
C-D	0			0			
C-A	13			13			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	295	723	0.408	295	0.7	8.414	A
B-AD	0	376	0.000	0	0.0	0.000	A
A-BCD	0	469	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	39			39			
D-AB	0	573	0.000	0	0.0	0.000	A
D-BC	0	392	0.000	0	0.0	0.000	A
C-ABD	427	624	0.684	426	2.2	18.217	C
C-D	0			0			
C-A	13			13			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	726	0.332	242	0.5	7.448	A
B-AD	0	405	0.000	0	0.0	0.000	A
A-BCD	0	496	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	31			31			
D-AB	0	592	0.000	0	0.0	0.000	A
D-BC	0	423	0.000	0	0.0	0.000	A
C-ABD	344	622	0.553	347	1.3	13.284	B
C-D	0			0			
C-A	15			15			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	202	728	0.277	202	0.4	6.860	A
B-AD	0	427	0.000	0	0.0	0.000	A
A-BCD	0	516	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	26			26			
D-AB	0	606	0.000	0	0.0	0.000	A
D-BC	0	446	0.000	0	0.0	0.000	A
C-ABD	285	620	0.460	287	0.9	10.861	B
C-D	0			0			
C-A	15			15			

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		10.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.72	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	114	100.000
B - Chilmington Green Road (E)		✓	357	100.000
C - The Avenue (S)		✓	422	100.000
D - Chilmington Green Road (W)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	48	66	0
	B - Chilmington Green Road (E)	0	0	357	0
	C - The Avenue (S)	57	313	0	52
	D - Chilmington Green Road (W)	0	0	18	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	3
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.55	11.31	1.2	B
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.06	11.20	0.1	B
C-ABD	0.63	14.86	1.9	B
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	269	719	0.374	266	0.6	7.906	A
B-AD	0	429	0.000	0	0.0	0.000	A
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	50			50			
D-AB	0	556	0.000	0	0.0	0.000	A
D-BC	14	417	0.033	13	0.0	8.918	A
C-ABD	270	647	0.417	267	0.8	9.397	A
C-D	23			23			
C-A	25			25			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	321	716	0.448	320	0.8	9.074	A
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	497	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	59			59			
D-AB	0	541	0.000	0	0.0	0.000	A
D-BC	16	385	0.042	16	0.0	9.755	A
C-ABD	331	655	0.506	330	1.1	11.069	B
C-D	23			23			
C-A	25			25			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	393	711	0.553	391	1.2	11.206	B
B-AD	0	377	0.000	0	0.0	0.000	A
A-BCD	0	470	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	73			73			
D-AB	0	520	0.000	0	0.0	0.000	A
D-BC	20	342	0.058	20	0.1	11.154	B
C-ABD	421	665	0.634	418	1.8	14.531	B
C-D	21			21			
C-A	23			23			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	393	711	0.553	393	1.2	11.315	B
B-AD	0	376	0.000	0	0.0	0.000	A
A-BCD	0	469	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	73			73			
D-AB	0	519	0.000	0	0.0	0.000	A
D-BC	20	341	0.058	20	0.1	11.199	B
C-ABD	422	665	0.635	422	1.9	14.865	B
C-D	20			20			
C-A	22			22			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	321	716	0.448	323	0.8	9.188	A
B-AD	0	405	0.000	0	0.0	0.000	A
A-BCD	0	496	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	59			59			
D-AB	0	540	0.000	0	0.0	0.000	A
D-BC	16	383	0.042	16	0.0	9.808	A
C-ABD	332	655	0.507	335	1.2	11.367	B
C-D	23			23			
C-A	25			25			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	269	719	0.374	270	0.6	8.019	A
B-AD	0	427	0.000	0	0.0	0.000	A
A-BCD	0	516	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	50			50			
D-AB	0	555	0.000	0	0.0	0.000	A
D-BC	14	415	0.033	14	0.0	8.972	A
C-ABD	270	648	0.417	272	0.8	9.624	A
C-D	23			23			
C-A	25			25			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		13.54	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.54	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	90	100.000
B - Chilmington Green Road (E)		✓	289	100.000
C - The Avenue (S)		✓	430	100.000
D - Chilmington Green Road (W)		✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	31	59	0
	B - Chilmington Green Road (E)	0	0	289	0
	C - The Avenue (S)	50	373	0	7
	D - Chilmington Green Road (W)	0	0	14	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	1
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.44	9.06	0.8	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.04	10.70	0.0	B
C-ABD	0.72	20.51	2.6	C
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	218	722	0.301	216	0.4	7.085	A
B-AD	0	419	0.000	0	0.0	0.000	A
A-BCD	0	512	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	44			44			
D-AB	0	556	0.000	0	0.0	0.000	A
D-BC	11	424	0.025	10	0.0	8.695	A
C-ABD	302	625	0.482	298	0.9	10.876	B
C-D	3			3			
C-A	19			19			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	719	0.361	259	0.6	7.811	A
B-AD	0	395	0.000	0	0.0	0.000	A
A-BCD	0	490	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	53			53			
D-AB	0	541	0.000	0	0.0	0.000	A
D-BC	13	394	0.032	13	0.0	9.440	A
C-ABD	365	628	0.582	364	1.4	13.537	B
C-D	3			3			
C-A	19			19			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	318	715	0.445	317	0.8	9.021	A
B-AD	0	362	0.000	0	0.0	0.000	A
A-BCD	0	461	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	65			65			
D-AB	0	519	0.000	0	0.0	0.000	A
D-BC	15	353	0.044	15	0.0	10.657	B
C-ABD	457	632	0.723	452	2.6	19.622	C
C-D	2			2			
C-A	15			15			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	318	715	0.445	318	0.8	9.062	A
B-AD	0	360	0.000	0	0.0	0.000	A
A-BCD	0	459	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	65			65			
D-AB	0	518	0.000	0	0.0	0.000	A
D-BC	15	352	0.044	15	0.0	10.704	B
C-ABD	457	632	0.723	457	2.6	20.512	C
C-D	2			2			
C-A	14			14			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	719	0.361	261	0.6	7.863	A
B-AD	0	392	0.000	0	0.0	0.000	A
A-BCD	0	488	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	53			53			
D-AB	0	539	0.000	0	0.0	0.000	A
D-BC	13	392	0.032	13	0.0	9.499	A
C-ABD	366	629	0.582	370	1.5	14.212	B
C-D	3			3			
C-A	18			18			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	218	722	0.301	218	0.4	7.145	A
B-AD	0	417	0.000	0	0.0	0.000	A
A-BCD	0	510	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	44			44			
D-AB	0	555	0.000	0	0.0	0.000	A
D-BC	11	422	0.025	11	0.0	8.748	A
C-ABD	302	626	0.483	304	1.0	11.272	B
C-D	3			3			
C-A	19			19			

Appendix ID10 Local Junction Modelling – Sensitivity Test

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent

Hodson Development Ltd
SLR Project No.: 425.001542.00001

10 September 2024

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: Primary Access Junction (TAA).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction B Primary Site Access
Report generation date: 05/09/2024 09:23:08

»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.3	10.25	0.22	B	0.1	6.52	0.10	A
Stream B-A	0.9	17.40	0.49	C	0.2	11.54	0.13	B
Stream C-AB	0.2	5.45	0.08	A	0.7	6.21	0.31	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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access Arm - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		4.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.07	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Avenue (E)		Major
B	Site Access Arm		Minor
C	The Avenue (W)		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 - The Avenue (W)	6.75			97.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access Arm	One lane plus flare	10.00	6.05	4.27	3.82	3.38	✓	1.00	60	58

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	606	0.107	0.270	0.170	0.385
B-C	694	0.103	0.260	-	-
C-B	631	0.236	0.236	-	-

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)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (E)		✓	462	100.000
B - Site Access Arm		✓	269	100.000
C - The Avenue (W)		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	62	400
	B - Site Access Arm	179	0	90
	C - The Avenue (W)	297	31	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	0	3
	B - Site Access Arm	0	0	0
	C - The Avenue (W)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.22	10.25	0.3	B
B-A	0.49	17.40	0.9	C
C-AB	0.08	5.45	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	556	0.122	67	0.1	7.359	A
B-A	135	471	0.286	133	0.4	10.619	B
C-AB	34	704	0.049	34	0.1	5.439	A
C-A	213			213			
A-B	47			47			
A-C	301			301			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	518	0.156	81	0.2	8.236	A
B-A	161	443	0.363	160	0.6	12.689	B
C-AB	44	721	0.062	44	0.1	5.398	A
C-A	250			250			
A-B	56			56			
A-C	360			360			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	452	0.219	99	0.3	10.177	B
B-A	197	404	0.488	196	0.9	17.167	C
C-AB	61	745	0.082	61	0.2	5.349	A
C-A	300			300			
A-B	68			68			
A-C	440			440			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	450	0.220	99	0.3	10.245	B
B-A	197	404	0.488	197	0.9	17.398	C
C-AB	61	745	0.082	61	0.2	5.359	A
C-A	300			300			
A-B	68			68			
A-C	440			440			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	516	0.157	81	0.2	8.292	A
B-A	161	443	0.363	162	0.6	12.880	B
C-AB	44	721	0.062	45	0.1	5.417	A
C-A	250			250			
A-B	56			56			
A-C	360			360			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	554	0.122	68	0.1	7.406	A
B-A	135	471	0.286	135	0.4	10.763	B
C-AB	34	704	0.049	34	0.1	5.452	A
C-A	213			213			
A-B	47			47			
A-C	301			301			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access Arm - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	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)
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (E)		✓	390	100.000
B - Site Access Arm		✓	99	100.000
C - The Avenue (W)		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	87	303
	B - Site Access Arm	44	0	55
	C - The Avenue (W)	399	111	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - The Avenue (E)	B - Site Access Arm	C - The Avenue (W)
From	A - The Avenue (E)	0	0	1
	B - Site Access Arm	0	0	0
	C - The Avenue (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.10	6.52	0.1	A
B-A	0.13	11.54	0.2	B
C-AB	0.31	6.21	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	655	0.063	41	0.1	5.861	A
B-A	33	427	0.078	33	0.1	9.117	A
C-AB	137	768	0.179	136	0.3	5.693	A
C-A	247			247			
A-B	65			65			
A-C	228			228			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	638	0.078	49	0.1	6.121	A
B-A	40	399	0.099	39	0.1	10.005	B
C-AB	182	798	0.228	182	0.5	5.852	A
C-A	276			276			
A-B	78			78			
A-C	272			272			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	613	0.099	60	0.1	6.520	A
B-A	48	361	0.134	48	0.2	11.524	B
C-AB	258	840	0.307	257	0.7	6.184	A
C-A	304			304			
A-B	96			96			
A-C	334			334			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	612	0.099	61	0.1	6.522	A
B-A	48	360	0.134	48	0.2	11.542	B
C-AB	258	840	0.307	258	0.7	6.206	A
C-A	303			303			
A-B	96			96			
A-C	334			334			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	637	0.078	50	0.1	6.126	A
B-A	40	399	0.099	40	0.1	10.028	B
C-AB	183	798	0.229	184	0.5	5.879	A
C-A	276			276			
A-B	78			78			
A-C	272			272			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	655	0.063	41	0.1	5.874	A
B-A	33	427	0.078	33	0.1	9.145	A
C-AB	138	769	0.180	139	0.3	5.729	A
C-A	246			246			
A-B	65			65			
A-C	228			228			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: Secondary Access (TAA).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction A Secondary Site Access
Report generation date: 05/09/2024 09:21:13

»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.0	8.06	0.03	A	0.0	6.92	0.01	A
Stream B-A	0.1	14.15	0.09	B	0.0	11.70	0.05	B
Stream C-B	0.0	7.32	0.01	A	0.0	6.44	0.02	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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Secondary Site Access	T-Junction	Two-way	Two-way	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ashford Road (N)		Major
B	Site Access		Minor
C	Ashford Road (S)		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 - Ashford Road (S)	9.66		✓	3.50	74.3		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.65	3.57	3.50	3.50		2.00	23	19

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	537	0.082	0.208	0.131	0.297
B-C	664	0.086	0.216	-	-
C-B	704	0.229	0.229	-	-

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)
D1	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ashford Road (N)		✓	823	100.000
B - Site Access		✓	33	100.000
C - Ashford Road (S)		✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	8	815
	B - Site Access	22	0	11
	C - Ashford Road (S)	487	4	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	0	6
	B - Site Access	0	0	0
	C - Ashford Road (S)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.03	8.06	0.0	A
B-A	0.09	14.15	0.1	B
C-A				
C-B	0.01	7.32	0.0	A
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	525	0.016	8	0.0	6.969	A
B-A	17	360	0.046	16	0.0	10.459	B
C-A	367			367			
C-B	3	562	0.005	3	0.0	6.439	A
A-B	6			6			
A-C	614			614			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	497	0.020	10	0.0	7.387	A
B-A	20	326	0.061	20	0.1	11.748	B
C-A	438			438			
C-B	4	534	0.007	4	0.0	6.780	A
A-B	7			7			
A-C	733			733			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	459	0.026	12	0.0	8.059	A
B-A	24	279	0.087	24	0.1	14.142	B
C-A	536			536			
C-B	4	496	0.009	4	0.0	7.317	A
A-B	9			9			
A-C	897			897			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	459	0.026	12	0.0	8.061	A
B-A	24	279	0.087	24	0.1	14.152	B
C-A	536			536			
C-B	4	496	0.009	4	0.0	7.317	A
A-B	9			9			
A-C	897			897			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	497	0.020	10	0.0	7.394	A
B-A	20	326	0.061	20	0.1	11.760	B
C-A	438			438			
C-B	4	534	0.007	4	0.0	6.780	A
A-B	7			7			
A-C	733			733			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	524	0.016	8	0.0	6.976	A
B-A	17	360	0.046	17	0.0	10.474	B
C-A	367			367			
C-B	3	562	0.005	3	0.0	6.439	A
A-B	6			6			
A-C	614			614			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Secondary Site Access	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	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)
D2	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ashford Road (N)		✓	526	100.000
B - Site Access		✓	19	100.000
C - Ashford Road (S)		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	27	499
	B - Site Access	14	0	5
	C - Ashford Road (S)	668	11	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Ashford Road (N)	B - Site Access	C - Ashford Road (S)
From	A - Ashford Road (N)	0	0	3
	B - Site Access	0	0	0
	C - Ashford Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-C	0.01	6.92	0.0	A
B-A	0.05	11.70	0.0	B
C-A				
C-B	0.02	6.44	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	566	0.007	4	0.0	6.400	A
B-A	11	392	0.027	10	0.0	9.429	A
C-A	503			503			
C-B	8	613	0.014	8	0.0	5.949	A
A-B	20			20			
A-C	376			376			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	549	0.008	4	0.0	6.607	A
B-A	13	363	0.035	13	0.0	10.266	B
C-A	601			601			
C-B	10	596	0.017	10	0.0	6.144	A
A-B	24			24			
A-C	449			449			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	526	0.010	5	0.0	6.917	A
B-A	15	323	0.048	15	0.0	11.694	B
C-A	735			735			
C-B	12	571	0.021	12	0.0	6.436	A
A-B	30			30			
A-C	549			549			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	526	0.010	6	0.0	6.918	A
B-A	15	323	0.048	15	0.0	11.696	B
C-A	735			735			
C-B	12	571	0.021	12	0.0	6.436	A
A-B	30			30			
A-C	549			549			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	549	0.008	5	0.0	6.609	A
B-A	13	363	0.035	13	0.0	10.271	B
C-A	601			601			
C-B	10	596	0.017	10	0.0	6.147	A
A-B	24			24			
A-C	449			449			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	566	0.007	4	0.0	6.405	A
B-A	11	392	0.027	11	0.0	9.436	A
C-A	503			503			
C-B	8	613	0.014	8	0.0	5.951	A
A-B	20			20			
A-C	376			376			

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: Junction D - Ashford Road_Sandy Lane (TAA Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction D
Report generation date: 05/09/2024 09:24:31

»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline							
1 - Ashford Road (N)	2.8	9.35	0.73	A	1.2	5.57	0.55	A
2 - New Road	0.6	5.09	0.38	A	0.3	3.43	0.24	A
3 - Ashford Road (S)	0.9	5.06	0.46	A	1.6	6.52	0.61	A
4 - Sandy Lane	0.0	7.48	0.04	A	0.1	9.45	0.08	A
	2032 Future Year Baseline + Proposed Development							
1 - Ashford Road (N)	3.2	10.46	0.76	B	1.9	7.20	0.65	A
2 - New Road	0.9	5.97	0.47	A	0.4	3.71	0.29	A
3 - Ashford Road (S)	1.1	5.72	0.50	A	1.8	7.22	0.64	A
4 - Sandy Lane	0.0	8.54	0.04	A	0.1	10.48	0.09	B

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

File summary

File Description

Title	
Location	
Site number	
Date	05/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline, 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	Junction D	Standard Roundabout		1, 2, 3, 4	7.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.21	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ashford Road (N)		
2	New Road		
3	Ashford Road (S)		
4	Sandy Lane		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Ashford Road (N)	3.10	7.36	11.6	20.0	40.0	22.0		
2 - New Road	3.25	7.15	15.3	40.0	40.0	16.8		
3 - Ashford Road (S)	3.15	7.60	12.6	20.0	40.0	28.4		
4 - Sandy Lane	2.08	4.78	5.9	20.0	40.0	35.1		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ashford Road (N)	0.625	1575
2 - New Road	0.673	1750
3 - Ashford Road (S)	0.623	1595
4 - Sandy Lane	0.486	946

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)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	992	100.000
2 - New Road		✓	400	100.000
3 - Ashford Road (S)		✓	590	100.000
4 - Sandy Lane		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	187	772	33
	2 - New Road	252	0	148	0
	3 - Ashford Road (S)	475	110	0	5
	4 - Sandy Lane	9	0	7	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	6	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	7	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.73	9.35	2.8	A
2 - New Road	0.38	5.09	0.6	A
3 - Ashford Road (S)	0.46	5.06	0.9	A
4 - Sandy Lane	0.04	7.48	0.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	747	88	1520	0.491	743	1.0	4.821	A
2 - New Road	301	608	1341	0.225	300	0.3	3.457	A
3 - Ashford Road (S)	444	214	1462	0.304	442	0.5	3.720	A
4 - Sandy Lane	12	628	641	0.019	12	0.0	5.719	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	892	105	1509	0.591	890	1.5	6.059	A
2 - New Road	360	728	1260	0.285	359	0.4	3.996	A
3 - Ashford Road (S)	530	256	1436	0.369	530	0.6	4.191	A
4 - Sandy Lane	14	752	581	0.025	14	0.0	6.351	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1092	129	1495	0.731	1087	2.7	9.132	A
2 - New Road	440	890	1151	0.383	440	0.6	5.054	A
3 - Ashford Road (S)	650	313	1400	0.464	648	0.9	5.055	A
4 - Sandy Lane	18	920	499	0.035	18	0.0	7.472	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1092	129	1494	0.731	1092	2.8	9.346	A
2 - New Road	440	894	1148	0.384	440	0.6	5.085	A
3 - Ashford Road (S)	650	314	1400	0.464	650	0.9	5.065	A
4 - Sandy Lane	18	922	499	0.035	18	0.0	7.484	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	892	105	1509	0.591	897	1.5	6.199	A
2 - New Road	360	734	1256	0.286	360	0.4	4.026	A
3 - Ashford Road (S)	530	257	1435	0.370	532	0.6	4.210	A
4 - Sandy Lane	14	754	580	0.025	14	0.0	6.366	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	747	88	1520	0.491	749	1.0	4.897	A
2 - New Road	301	613	1337	0.225	302	0.3	3.476	A
3 - Ashford Road (S)	444	215	1461	0.304	445	0.5	3.742	A
4 - Sandy Lane	12	631	640	0.019	12	0.0	5.737	A

2032 Future Year Baseline, 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	Junction D	Standard Roundabout		1, 2, 3, 4	5.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.70	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)
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	730	100.000
2 - New Road		✓	303	100.000
3 - Ashford Road (S)		✓	812	100.000
4 - Sandy Lane		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	236	478	16
	2 - New Road	189	0	114	0
	3 - Ashford Road (S)	643	163	0	6
	4 - Sandy Lane	29	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	3	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	2	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.55	5.57	1.2	A
2 - New Road	0.24	3.43	0.3	A
3 - Ashford Road (S)	0.61	6.52	1.6	A
4 - Sandy Lane	0.08	9.45	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	550	123	1498	0.367	547	0.6	3.850	A
2 - New Road	228	371	1500	0.152	227	0.2	2.827	A
3 - Ashford Road (S)	611	154	1499	0.408	609	0.7	4.093	A
4 - Sandy Lane	23	746	584	0.039	22	0.0	6.410	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	656	147	1483	0.443	655	0.8	4.430	A
2 - New Road	272	444	1451	0.188	272	0.2	3.054	A
3 - Ashford Road (S)	730	184	1481	0.493	729	1.0	4.858	A
4 - Sandy Lane	27	893	512	0.053	27	0.1	7.416	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	804	180	1462	0.550	802	1.2	5.543	A
2 - New Road	334	544	1384	0.241	333	0.3	3.427	A
3 - Ashford Road (S)	894	225	1455	0.615	892	1.6	6.464	A
4 - Sandy Lane	33	1093	415	0.080	33	0.1	9.413	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	804	181	1462	0.550	804	1.2	5.574	A
2 - New Road	334	545	1383	0.241	334	0.3	3.429	A
3 - Ashford Road (S)	894	226	1455	0.615	894	1.6	6.519	A
4 - Sandy Lane	33	1095	414	0.080	33	0.1	9.449	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	656	148	1482	0.443	658	0.8	4.459	A
2 - New Road	272	446	1450	0.188	273	0.2	3.059	A
3 - Ashford Road (S)	730	185	1480	0.493	732	1.0	4.906	A
4 - Sandy Lane	27	897	510	0.053	27	0.1	7.452	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	550	124	1498	0.367	550	0.6	3.878	A
2 - New Road	228	373	1499	0.152	228	0.2	2.836	A
3 - Ashford Road (S)	611	154	1499	0.408	612	0.7	4.130	A
4 - Sandy Lane	23	750	582	0.039	23	0.0	6.441	A

2032 Future Year Baseline + Proposed Development, 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	Junction D	Standard Roundabout		1, 2, 3, 4	8.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	1031	100.000
2 - New Road		✓	490	100.000
3 - Ashford Road (S)		✓	613	100.000
4 - Sandy Lane		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	218	780	33
	2 - New Road	340	0	150	0
	3 - Ashford Road (S)	497	111	0	5
	4 - Sandy Lane	9	0	7	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	6	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	7	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.76	10.46	3.2	B
2 - New Road	0.47	5.97	0.9	A
3 - Ashford Road (S)	0.50	5.72	1.1	A
4 - Sandy Lane	0.04	8.54	0.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	776	88	1520	0.511	772	1.1	5.000	A
2 - New Road	369	614	1337	0.276	367	0.4	3.710	A
3 - Ashford Road (S)	461	280	1421	0.325	459	0.5	3.946	A
4 - Sandy Lane	12	711	601	0.020	12	0.0	6.111	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	927	106	1509	0.614	925	1.6	6.414	A
2 - New Road	440	735	1255	0.351	440	0.5	4.410	A
3 - Ashford Road (S)	551	335	1387	0.397	550	0.7	4.541	A
4 - Sandy Lane	14	851	533	0.027	14	0.0	6.943	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1135	130	1494	0.760	1129	3.2	10.138	B
2 - New Road	540	898	1145	0.471	538	0.9	5.915	A
3 - Ashford Road (S)	675	410	1340	0.504	673	1.1	5.689	A
4 - Sandy Lane	18	1041	440	0.040	18	0.0	8.515	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	1135	130	1494	0.760	1135	3.2	10.457	B
2 - New Road	540	903	1142	0.472	539	0.9	5.971	A
3 - Ashford Road (S)	675	411	1339	0.504	675	1.1	5.719	A
4 - Sandy Lane	18	1044	439	0.040	18	0.0	8.540	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	927	106	1508	0.614	933	1.7	6.605	A
2 - New Road	440	742	1250	0.352	442	0.5	4.461	A
3 - Ashford Road (S)	551	336	1386	0.398	553	0.7	4.572	A
4 - Sandy Lane	14	855	531	0.027	14	0.0	6.971	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	776	89	1519	0.511	779	1.1	5.094	A
2 - New Road	369	619	1333	0.277	370	0.4	3.737	A
3 - Ashford Road (S)	461	281	1420	0.325	462	0.5	3.973	A
4 - Sandy Lane	12	715	599	0.020	12	0.0	6.136	A

2032 Future Year Baseline + Proposed Development, 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	Junction D	Standard Roundabout		1, 2, 3, 4	6.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.66	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)
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Ashford Road (N)		✓	865	100.000
2 - New Road		✓	358	100.000
3 - Ashford Road (S)		✓	828	100.000
4 - Sandy Lane		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	344	505	16
	2 - New Road	243	0	115	0
	3 - Ashford Road (S)	657	165	0	6
	4 - Sandy Lane	29	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Ashford Road (N)	2 - New Road	3 - Ashford Road (S)	4 - Sandy Lane
From	1 - Ashford Road (N)	0	0	3	0
	2 - New Road	0	0	0	0
	3 - Ashford Road (S)	2	0	0	0
	4 - Sandy Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Ashford Road (N)	0.65	7.20	1.9	A
2 - New Road	0.29	3.71	0.4	A
3 - Ashford Road (S)	0.64	7.22	1.8	A
4 - Sandy Lane	0.09	10.48	0.1	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	651	124	1497	0.435	648	0.8	4.298	A
2 - New Road	270	391	1487	0.181	269	0.2	2.954	A
3 - Ashford Road (S)	623	194	1474	0.423	620	0.7	4.269	A
4 - Sandy Lane	23	798	558	0.040	22	0.0	6.714	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	778	149	1482	0.525	776	1.1	5.181	A
2 - New Road	322	468	1435	0.224	322	0.3	3.234	A
3 - Ashford Road (S)	744	233	1450	0.513	743	1.1	5.161	A
4 - Sandy Lane	27	956	482	0.056	27	0.1	7.913	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	952	182	1461	0.652	949	1.9	7.114	A
2 - New Road	394	573	1364	0.289	394	0.4	3.707	A
3 - Ashford Road (S)	912	285	1418	0.643	909	1.8	7.141	A
4 - Sandy Lane	33	1169	378	0.087	33	0.1	10.425	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	952	183	1461	0.652	952	1.9	7.201	A
2 - New Road	394	575	1363	0.289	394	0.4	3.714	A
3 - Ashford Road (S)	912	285	1418	0.643	912	1.8	7.223	A
4 - Sandy Lane	33	1173	377	0.088	33	0.1	10.480	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	778	150	1481	0.525	781	1.1	5.248	A
2 - New Road	322	471	1433	0.225	322	0.3	3.242	A
3 - Ashford Road (S)	744	233	1450	0.513	747	1.1	5.226	A
4 - Sandy Lane	27	961	480	0.056	27	0.1	7.961	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Ashford Road (N)	651	125	1497	0.435	653	0.8	4.345	A
2 - New Road	270	394	1485	0.182	270	0.2	2.965	A
3 - Ashford Road (S)	623	195	1474	0.423	625	0.8	4.315	A
4 - Sandy Lane	23	803	556	0.041	23	0.0	6.752	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: Junction 1 - A28_Chilmington Ave (TAA Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 1
Report generation date: 05/09/2024 09:26:03

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
1 - A28 (N)	0.7	2.79	0.40	A	0.3	2.10	0.21	A
2 - Chilmington Avenue	0.0	2.66	0.03	A	0.0	2.16	0.01	A
3 - A28 (S)	0.2	2.48	0.15	A	0.4	2.69	0.27	A
	2023 Observed							
1 - A28 (N)	0.8	2.99	0.44	A	0.3	2.16	0.23	A
2 - Chilmington Avenue	0.0	2.79	0.03	A	0.0	2.21	0.01	A
3 - A28 (S)	0.2	2.53	0.16	A	0.4	2.80	0.30	A
	2032 Future Year Baseline							
1 - A28 (N)	1.7	4.44	0.62	A	1.0	3.24	0.49	A
2 - Chilmington Avenue	0.6	4.65	0.36	A	0.2	2.95	0.18	A
3 - A28 (S)	0.6	3.74	0.35	A	0.8	3.81	0.44	A
	2032 Future Year Baseline + Proposed Development							
1 - A28 (N)	1.8	4.69	0.64	A	1.2	3.66	0.55	A
2 - Chilmington Avenue	0.6	4.84	0.37	A	0.3	3.23	0.21	A
3 - A28 (S)	0.8	4.22	0.42	A	0.9	4.13	0.48	A

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

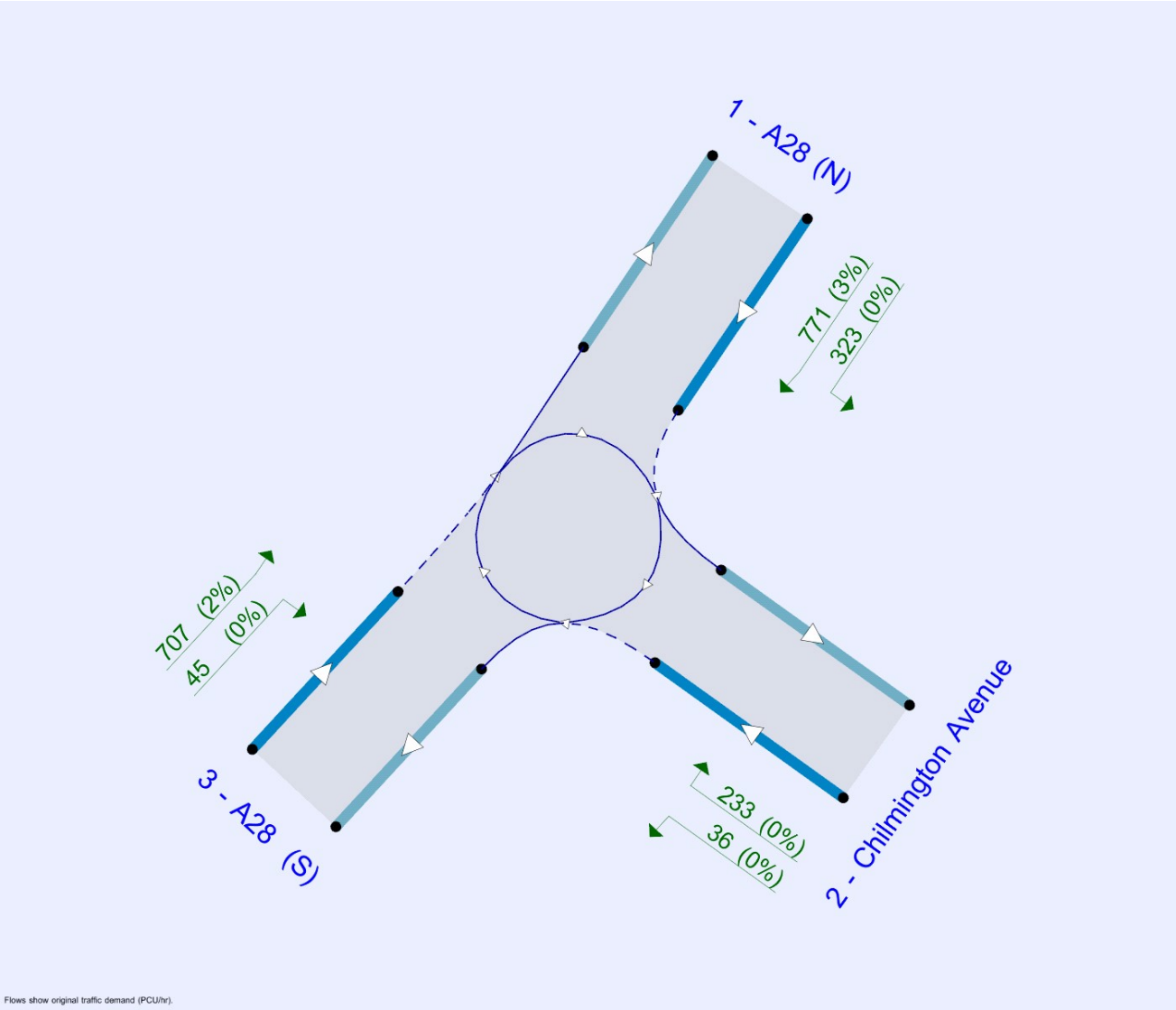
File summary

File Description

Title	Possingham Farm, Ashford
Location	Junction D - A28 / Chilmington Avenue
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Observed - Validation, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (N)		
2	Chilmington Avenue		
3	A28 (S)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A28 (N)	6.54	8.29	5.3	24.6	41.0	31.8		
2 - Chilmington Avenue	5.66	6.89	5.7	28.3	41.0	21.9		
3 - A28 (S)	3.64	8.23	19.1	30.7	41.0	34.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (N)	0.749	2246
2 - Chilmington Avenue	0.715	2017
3 - A28 (S)	0.677	1889

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 period length (min)	Time segment length (min)
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	888	100.000
2 - Chilmington Avenue		✓	36	100.000
3 - A28 (S)		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	873
	2 - Chilmington Avenue	14	0	22
	3 - A28 (S)	269	2	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.40	2.79	0.7	A
2 - Chilmington Avenue	0.03	2.66	0.0	A
3 - A28 (S)	0.15	2.48	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	885	0.7	2.776	A
2 - Chilmington Avenue	36	872	1393	0.026	36	0.0	2.652	A
3 - A28 (S)	273	14	1879	0.145	272	0.2	2.481	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	888	4	2243	0.396	888	0.7	2.787	A
2 - Chilmington Avenue	36	875	1391	0.026	36	0.0	2.656	A
3 - A28 (S)	273	14	1879	0.145	273	0.2	2.483	A

2023 Observed - Validation, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	476	100.000
2 - Chilmington Avenue		✓	21	100.000
3 - A28 (S)		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	461
	2 - Chilmington Avenue	17	0	4
	3 - A28 (S)	509	4	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.21	2.10	0.3	A
2 - Chilmington Avenue	0.01	2.16	0.0	A
3 - A28 (S)	0.27	2.69	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	475	0.3	2.095	A
2 - Chilmington Avenue	21	460	1688	0.012	21	0.0	2.159	A
3 - A28 (S)	513	17	1877	0.273	511	0.4	2.686	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	476	4	2243	0.212	476	0.3	2.096	A
2 - Chilmington Avenue	21	461	1687	0.012	21	0.0	2.160	A
3 - A28 (S)	513	17	1877	0.273	513	0.4	2.690	A

2023 Observed, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	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)
D3	2023 Observed	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	888	100.000
2 - Chilmington Avenue		✓	36	100.000
3 - A28 (S)		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	873
	2 - Chilmington Avenue	14	0	22
	3 - A28 (S)	269	2	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.44	2.99	0.8	A
2 - Chilmington Avenue	0.03	2.79	0.0	A
3 - A28 (S)	0.16	2.53	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	669	3	2243	0.298	667	0.4	2.394	A
2 - Chilmington Avenue	27	657	1547	0.018	27	0.0	2.368	A
3 - A28 (S)	206	11	1882	0.109	205	0.1	2.379	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	798	4	2243	0.356	798	0.6	2.614	A
2 - Chilmington Avenue	32	786	1454	0.022	32	0.0	2.530	A
3 - A28 (S)	245	13	1880	0.131	245	0.2	2.439	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	978	4	2242	0.436	977	0.8	2.983	A
2 - Chilmington Avenue	40	962	1328	0.030	40	0.0	2.792	A
3 - A28 (S)	301	15	1878	0.160	300	0.2	2.528	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	978	4	2242	0.436	978	0.8	2.986	A
2 - Chilmington Avenue	40	963	1328	0.030	40	0.0	2.794	A
3 - A28 (S)	301	15	1878	0.160	301	0.2	2.528	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	798	4	2243	0.356	799	0.6	2.619	A
2 - Chilmington Avenue	32	787	1453	0.022	32	0.0	2.534	A
3 - A28 (S)	245	13	1880	0.131	246	0.2	2.442	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	669	3	2243	0.298	669	0.4	2.401	A
2 - Chilmington Avenue	27	659	1545	0.018	27	0.0	2.372	A
3 - A28 (S)	206	11	1882	0.109	206	0.1	2.381	A

2023 Observed, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	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)
D4	2023 Observed	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	476	100.000
2 - Chilmington Avenue		✓	21	100.000
3 - A28 (S)		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	15	461
	2 - Chilmington Avenue	17	0	4
	3 - A28 (S)	509	4	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.23	2.16	0.3	A
2 - Chilmington Avenue	0.01	2.21	0.0	A
3 - A28 (S)	0.30	2.80	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	358	3	2243	0.160	358	0.2	1.963	A
2 - Chilmington Avenue	16	346	1769	0.009	16	0.0	2.053	A
3 - A28 (S)	386	13	1880	0.205	385	0.3	2.455	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	428	4	2243	0.191	428	0.2	2.040	A
2 - Chilmington Avenue	19	414	1720	0.011	19	0.0	2.115	A
3 - A28 (S)	461	15	1879	0.246	461	0.3	2.589	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	524	4	2242	0.234	524	0.3	2.155	A
2 - Chilmington Avenue	23	507	1654	0.014	23	0.0	2.207	A
3 - A28 (S)	565	19	1876	0.301	564	0.4	2.799	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	524	4	2242	0.234	524	0.3	2.155	A
2 - Chilmington Avenue	23	508	1654	0.014	23	0.0	2.207	A
3 - A28 (S)	565	19	1876	0.301	565	0.4	2.799	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	428	4	2243	0.191	428	0.2	2.043	A
2 - Chilmington Avenue	19	415	1720	0.011	19	0.0	2.117	A
3 - A28 (S)	461	15	1878	0.246	462	0.3	2.593	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	358	3	2243	0.160	359	0.2	1.967	A
2 - Chilmington Avenue	16	347	1768	0.009	16	0.0	2.055	A
3 - A28 (S)	386	13	1880	0.205	386	0.3	2.459	A

2032 Future Year Baseline, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	4.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	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)
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1254	100.000
2 - Chilmington Avenue		✓	393	100.000
3 - A28 (S)		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	228	1026
	2 - Chilmington Avenue	349	0	44
	3 - A28 (S)	488	24	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.62	4.44	1.7	A
2 - Chilmington Avenue	0.36	4.65	0.6	A
3 - A28 (S)	0.35	3.74	0.6	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	944	20	2231	0.423	941	0.8	2.899	A
2 - Chilmington Avenue	296	771	1465	0.202	295	0.3	3.073	A
3 - A28 (S)	387	262	1712	0.226	386	0.3	2.994	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1127	23	2228	0.506	1126	1.1	3.397	A
2 - Chilmington Avenue	353	923	1356	0.260	353	0.4	3.585	A
3 - A28 (S)	462	313	1677	0.276	462	0.4	3.271	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1381	29	2224	0.621	1378	1.7	4.415	A
2 - Chilmington Avenue	433	1130	1209	0.358	432	0.6	4.630	A
3 - A28 (S)	566	384	1629	0.347	565	0.6	3.733	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1381	29	2224	0.621	1381	1.7	4.441	A
2 - Chilmington Avenue	433	1132	1207	0.358	433	0.6	4.647	A
3 - A28 (S)	566	384	1629	0.347	566	0.6	3.738	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1127	23	2228	0.506	1130	1.1	3.417	A
2 - Chilmington Avenue	353	926	1354	0.261	354	0.4	3.604	A
3 - A28 (S)	462	314	1676	0.276	463	0.4	3.279	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	944	20	2231	0.423	945	0.8	2.916	A
2 - Chilmington Avenue	296	775	1462	0.202	296	0.3	3.089	A
3 - A28 (S)	387	263	1711	0.226	387	0.3	3.003	A

2032 Future Year Baseline, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	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)
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	984	100.000
2 - Chilmington Avenue		✓	250	100.000
3 - A28 (S)		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	323	661
	2 - Chilmington Avenue	233	0	17
	3 - A28 (S)	648	35	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.49	3.24	1.0	A
2 - Chilmington Avenue	0.18	2.95	0.2	A
3 - A28 (S)	0.44	3.81	0.8	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	741	26	2226	0.333	739	0.5	2.466	A
2 - Chilmington Avenue	188	496	1662	0.113	188	0.1	2.442	A
3 - A28 (S)	514	175	1770	0.290	513	0.4	2.912	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	885	31	2222	0.398	884	0.7	2.742	A
2 - Chilmington Avenue	225	594	1592	0.141	225	0.2	2.632	A
3 - A28 (S)	614	209	1747	0.351	613	0.5	3.234	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1083	38	2217	0.489	1082	1.0	3.234	A
2 - Chilmington Avenue	275	727	1497	0.184	275	0.2	2.946	A
3 - A28 (S)	752	256	1715	0.438	751	0.8	3.801	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1083	39	2217	0.489	1083	1.0	3.239	A
2 - Chilmington Avenue	275	728	1496	0.184	275	0.2	2.947	A
3 - A28 (S)	752	257	1715	0.438	752	0.8	3.807	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	885	32	2222	0.398	886	0.7	2.749	A
2 - Chilmington Avenue	225	595	1591	0.141	225	0.2	2.635	A
3 - A28 (S)	614	210	1747	0.351	615	0.6	3.242	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	741	26	2226	0.333	741	0.5	2.474	A
2 - Chilmington Avenue	188	498	1660	0.113	188	0.1	2.447	A
3 - A28 (S)	514	176	1770	0.291	515	0.4	2.925	A

2032 Future Year Baseline + Proposed Development, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	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)
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1290	100.000
2 - Chilmington Avenue		✓	395	100.000
3 - A28 (S)		✓	624	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	228	1062
	2 - Chilmington Avenue	349	0	46
	3 - A28 (S)	592	30	2

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	5
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.64	4.69	1.8	A
2 - Chilmington Avenue	0.37	4.84	0.6	A
3 - A28 (S)	0.42	4.22	0.8	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	971	24	2228	0.436	968	0.8	2.967	A
2 - Chilmington Avenue	297	798	1446	0.206	296	0.3	3.129	A
3 - A28 (S)	470	262	1712	0.274	468	0.4	3.191	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1160	29	2224	0.521	1158	1.1	3.511	A
2 - Chilmington Avenue	355	955	1333	0.266	355	0.4	3.676	A
3 - A28 (S)	561	313	1677	0.335	560	0.6	3.557	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1420	35	2219	0.640	1418	1.8	4.658	A
2 - Chilmington Avenue	435	1169	1180	0.368	434	0.6	4.819	A
3 - A28 (S)	687	383	1629	0.422	686	0.8	4.209	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1420	35	2219	0.640	1420	1.8	4.690	A
2 - Chilmington Avenue	435	1171	1179	0.369	435	0.6	4.838	A
3 - A28 (S)	687	384	1629	0.422	687	0.8	4.219	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1160	29	2224	0.521	1162	1.1	3.538	A
2 - Chilmington Avenue	355	959	1331	0.267	356	0.4	3.694	A
3 - A28 (S)	561	315	1676	0.335	562	0.6	3.572	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	971	24	2227	0.436	973	0.8	2.990	A
2 - Chilmington Avenue	297	802	1443	0.206	298	0.3	3.146	A
3 - A28 (S)	470	263	1711	0.275	470	0.4	3.206	A

2032 Future Year Baseline + Proposed Development, 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	Junction 1 - A28 / Chilmington Avenue	Standard Roundabout		1, 2, 3	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	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)
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		✓	1094	100.000
2 - Chilmington Avenue		✓	269	100.000
3 - A28 (S)		✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	323	771
	2 - Chilmington Avenue	233	0	36
	3 - A28 (S)	707	45	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Chilmington Avenue	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Chilmington Avenue	0	0	0
	3 - A28 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - A28 (N)	0.55	3.66	1.2	A
2 - Chilmington Avenue	0.21	3.23	0.3	A
3 - A28 (S)	0.48	4.13	0.9	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	824	34	2220	0.371	821	0.6	2.622	A
2 - Chilmington Avenue	203	579	1603	0.126	202	0.1	2.568	A
3 - A28 (S)	566	175	1770	0.320	564	0.5	3.035	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	983	40	2215	0.444	983	0.8	2.980	A
2 - Chilmington Avenue	242	693	1521	0.159	242	0.2	2.812	A
3 - A28 (S)	676	209	1747	0.387	675	0.6	3.420	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1205	49	2208	0.545	1203	1.2	3.648	A
2 - Chilmington Avenue	296	848	1410	0.210	296	0.3	3.230	A
3 - A28 (S)	828	256	1715	0.483	827	0.9	4.121	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1205	50	2208	0.545	1204	1.2	3.660	A
2 - Chilmington Avenue	296	849	1410	0.210	296	0.3	3.232	A
3 - A28 (S)	828	257	1715	0.483	828	0.9	4.133	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	983	41	2215	0.444	985	0.8	2.991	A
2 - Chilmington Avenue	242	694	1520	0.159	242	0.2	2.819	A
3 - A28 (S)	676	210	1747	0.387	677	0.6	3.431	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	824	34	2220	0.371	824	0.6	2.636	A
2 - Chilmington Avenue	203	581	1601	0.126	203	0.1	2.576	A
3 - A28 (S)	566	176	1770	0.320	567	0.5	3.049	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: J02 - A28_Ashford Road (TAA Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 2
Report generation date: 05/09/2024 09:27:41

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
Stream B-C	0.1	6.04	0.05	A	0.1	6.37	0.07	A
Stream B-A	0.1	9.08	0.09	A	0.2	8.61	0.14	A
Stream C-B	0.4	7.61	0.26	A	0.1	6.69	0.07	A
	2023 Observed							
Stream B-C	0.1	6.17	0.05	A	0.1	6.60	0.08	A
Stream B-A	0.1	9.78	0.11	A	0.2	9.22	0.16	A
Stream C-B	0.4	8.08	0.29	A	0.1	6.90	0.08	A
	2032 Future Year Baseline							
Stream B-C	0.1	6.92	0.06	A	0.1	7.27	0.09	A
Stream B-A	0.2	13.25	0.15	B	0.3	11.78	0.20	B
Stream C-B	0.5	9.52	0.34	A	0.1	7.48	0.09	A
	2032 Future Year Baseline + Proposed Development							
Stream B-C	0.1	7.31	0.07	A	0.1	7.59	0.10	A
Stream B-A	0.2	15.23	0.17	C	0.3	13.60	0.23	B
Stream C-B	0.5	10.24	0.35	B	0.1	7.73	0.09	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 Av. delay per arriving vehicle.

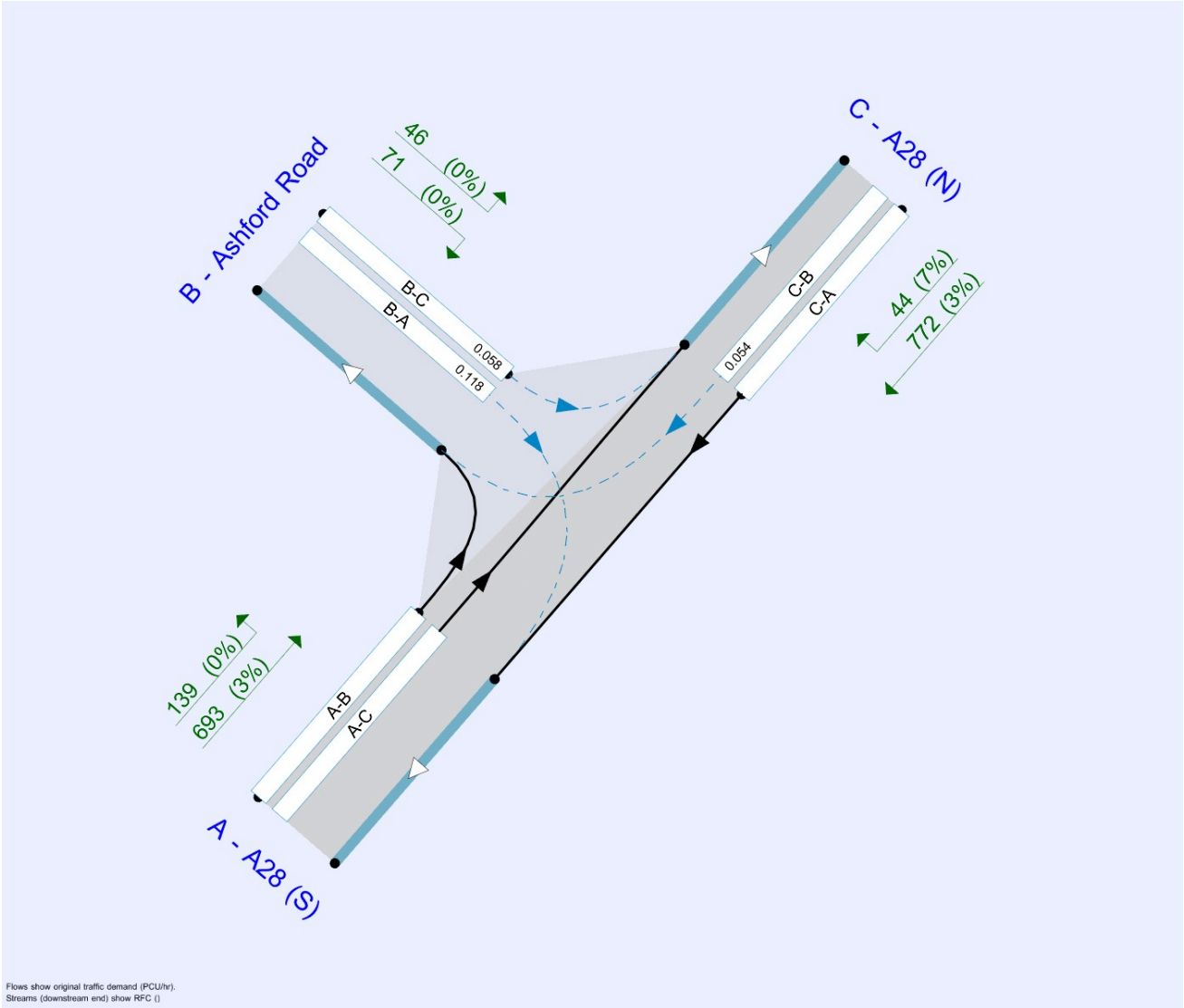
File summary

File Description

Title	Possingham Farm, Ashford
Location	J02 - A28 / Ashford Road
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15	✓
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15	✓
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15	✓
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15	✓
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15	✓
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15	✓

Analysis Set Details

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

2023 Observed - Validation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	A28 (S)		Major
B	Ashford Road		Minor
C	A28 (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 - A28 (N)	11.46		✓	3.50	143.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ashford Road	One lane plus flare	10.00	9.83	7.89	6.74	6.31		1.00	166	124

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	677	0.094	0.238	0.150	0.340
B-C	758	0.089	0.224	-	-
C-B	749	0.221	0.221	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		FLAT	✓	460	100.000
B - Ashford Road		FLAT	✓	73	100.000
C - A28 (N)		FLAT	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	232	228
	B - Ashford Road	41	0	32
	C - A28 (N)	706	170	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.04	0.1	A	32	48
B-A	0.09	9.08	0.1	A	41	62
C-A					706	1059
C-B	0.26	7.61	0.4	A	170	255
A-B					232	348
A-C					228	342

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.0	0.1	6.034	A
B-A	41	10	438	0.094	41	0.0	0.1	9.054	A
C-A	706	177			706				
C-B	170	43	648	0.263	169	0.0	0.4	7.570	A
A-B	232	58			232				
A-C	228	57			228				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	670	0.048	32	0.1	0.1	6.040	A
B-A	41	10	437	0.094	41	0.1	0.1	9.080	A
C-A	706	177			706				
C-B	170	43	648	0.263	170	0.4	0.4	7.612	A
A-B	232	58			232				
A-C	228	57			228				

2023 Observed - Validation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		FLAT	✓	590	100.000
B - Ashford Road		FLAT	✓	112	100.000
C - A28 (N)		FLAT	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	134	456
	B - Ashford Road	68	0	44
	C - A28 (N)	424	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.37	0.1	A	44	66
B-A	0.14	8.61	0.2	A	68	102
C-A					424	636
C-B	0.07	6.69	0.1	A	43	65
A-B					134	201
A-C					456	684

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.0	0.1	6.362	A
B-A	68	17	486	0.140	67	0.0	0.2	8.588	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.0	0.1	6.683	A
A-B	134	34			134				
A-C	456	114			456				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	609	0.072	44	0.1	0.1	6.372	A
B-A	68	17	486	0.140	68	0.2	0.2	8.613	A
C-A	424	106			424				
C-B	43	11	619	0.069	43	0.1	0.1	6.689	A
A-B	134	34			134				
A-C	456	114			456				

2023 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	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	2023 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	460	100.000
B - Ashford Road		ONE HOUR	✓	73	100.000
C - A28 (N)		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	232	228
	B - Ashford Road	41	0	32
	C - A28 (N)	706	170	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.17	0.1	A	29	44
B-A	0.11	9.78	0.1	A	38	56
C-A					648	972
C-B	0.29	8.08	0.4	A	156	234
A-B					213	319
A-C					209	314

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	693	0.035	24	0.0	0.0	5.753	A
B-A	31	8	497	0.062	31	0.0	0.1	7.715	A
C-A	532	133			532				
C-B	128	32	673	0.190	127	0.0	0.2	6.652	A
A-B	175	44			175				
A-C	172	43			172				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	679	0.042	29	0.0	0.0	5.918	A
B-A	37	9	462	0.080	37	0.1	0.1	8.471	A
C-A	635	159			635				
C-B	153	38	658	0.232	153	0.2	0.3	7.192	A
A-B	209	52			209				
A-C	205	51			205				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	660	0.053	35	0.0	0.1	6.167	A
B-A	45	11	413	0.109	45	0.1	0.1	9.776	A
C-A	777	194			777				
C-B	187	47	637	0.294	187	0.3	0.4	8.061	A
A-B	255	64			255				
A-C	251	63			251				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	660	0.053	35	0.1	0.1	6.169	A
B-A	45	11	413	0.109	45	0.1	0.1	9.781	A
C-A	777	194			777				
C-B	187	47	637	0.294	187	0.4	0.4	8.077	A
A-B	255	64			255				
A-C	251	63			251				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	679	0.042	29	0.1	0.0	5.924	A
B-A	37	9	462	0.080	37	0.1	0.1	8.480	A
C-A	635	159			635				
C-B	153	38	658	0.232	153	0.4	0.3	7.211	A
A-B	209	52			209				
A-C	205	51			205				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	693	0.035	24	0.0	0.0	5.761	A
B-A	31	8	497	0.062	31	0.1	0.1	7.731	A
C-A	532	133			532				
C-B	128	32	673	0.190	128	0.3	0.2	6.683	A
A-B	175	44			175				
A-C	172	43			172				

2023 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	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	2023 Observed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	590	100.000
B - Ashford Road		ONE HOUR	✓	112	100.000
C - A28 (N)		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	134	456
	B - Ashford Road	68	0	44
	C - A28 (N)	424	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	6.60	0.1	A	40	61
B-A	0.16	9.22	0.2	A	62	94
C-A					389	584
C-B	0.08	6.90	0.1	A	39	59
A-B					123	184
A-C					418	628

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	644	0.051	33	0.0	0.1	5.886	A
B-A	51	13	536	0.095	51	0.0	0.1	7.410	A
C-A	319	80			319				
C-B	32	8	651	0.050	32	0.0	0.1	6.222	A
A-B	101	25			101				
A-C	343	86			343				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	624	0.063	40	0.1	0.1	6.163	A
B-A	61	15	506	0.121	61	0.1	0.1	8.080	A
C-A	381	95			381				
C-B	39	10	632	0.061	39	0.1	0.1	6.491	A
A-B	120	30			120				
A-C	410	102			410				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	594	0.082	48	0.1	0.1	6.597	A
B-A	75	19	465	0.161	75	0.1	0.2	9.210	A
C-A	467	117			467				
C-B	47	12	606	0.078	47	0.1	0.1	6.899	A
A-B	148	37			148				
A-C	502	126			502				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	594	0.082	48	0.1	0.1	6.599	A
B-A	75	19	465	0.161	75	0.2	0.2	9.219	A
C-A	467	117			467				
C-B	47	12	606	0.078	47	0.1	0.1	6.899	A
A-B	148	37			148				
A-C	502	126			502				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	623	0.063	40	0.1	0.1	6.170	A
B-A	61	15	506	0.121	61	0.2	0.1	8.092	A
C-A	381	95			381				
C-B	39	10	632	0.061	39	0.1	0.1	6.495	A
A-B	120	30			120				
A-C	410	102			410				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	644	0.051	33	0.1	0.1	5.893	A
B-A	51	13	536	0.095	51	0.1	0.1	7.426	A
C-A	319	80			319				
C-B	32	8	651	0.050	32	0.1	0.1	6.228	A
A-B	101	25			101				
A-C	343	86			343				

2032 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.36	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	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	709	100.000
B - Ashford Road		ONE HOUR	✓	77	100.000
C - A28 (N)		ONE HOUR	✓	1049	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	241	468
	B - Ashford Road	43	0	34
	C - A28 (N)	872	177	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.92	0.1	A	31	47
B-A	0.15	13.25	0.2	B	39	59
C-A					800	1200
C-B	0.34	9.52	0.5	A	162	244
A-B					221	332
A-C					429	644

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	651	0.039	25	0.0	0.0	6.151	A
B-A	32	8	432	0.075	32	0.0	0.1	8.978	A
C-A	656	164			656				
C-B	133	33	631	0.211	132	0.0	0.3	7.271	A
A-B	181	45			181				
A-C	352	88			352				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	628	0.049	31	0.0	0.1	6.441	A
B-A	39	10	385	0.100	39	0.1	0.1	10.395	B
C-A	784	196			784				
C-B	159	40	608	0.262	159	0.3	0.4	8.076	A
A-B	217	54			217				
A-C	421	105			421				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	595	0.063	37	0.1	0.1	6.911	A
B-A	47	12	319	0.148	47	0.1	0.2	13.225	B
C-A	960	240			960				
C-B	195	49	577	0.338	194	0.4	0.5	9.495	A
A-B	265	66			265				
A-C	515	129			515				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	594	0.063	37	0.1	0.1	6.915	A
B-A	47	12	319	0.148	47	0.2	0.2	13.254	B
C-A	960	240			960				
C-B	195	49	577	0.338	195	0.5	0.5	9.525	A
A-B	265	66			265				
A-C	515	129			515				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	628	0.049	31	0.1	0.1	6.451	A
B-A	39	10	385	0.101	39	0.2	0.1	10.421	B
C-A	784	196			784				
C-B	159	40	608	0.262	160	0.5	0.4	8.117	A
A-B	217	54			217				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	651	0.039	26	0.1	0.0	6.160	A
B-A	32	8	432	0.075	32	0.1	0.1	9.010	A
C-A	656	164			656				
C-B	133	33	631	0.211	134	0.4	0.3	7.311	A
A-B	181	45			181				
A-C	352	88			352				

2032 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	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	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	764	100.000
B - Ashford Road		ONE HOUR	✓	117	100.000
C - A28 (N)		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	139	625
	B - Ashford Road	71	0	46
	C - A28 (N)	636	44	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	3
	B - Ashford Road	0	0	0
	C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	7.27	0.1	A	42	63
B-A	0.20	11.78	0.3	B	65	98
C-A					584	875
C-B	0.09	7.48	0.1	A	40	61
A-B					128	191
A-C					574	860

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	614	0.056	34	0.0	0.1	6.207	A
B-A	53	13	480	0.111	53	0.0	0.1	8.413	A
C-A	479	120			479				
C-B	33	8	622	0.053	33	0.0	0.1	6.534	A
A-B	105	26			105				
A-C	471	118			471				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	586	0.071	41	0.1	0.1	6.603	A
B-A	64	16	440	0.145	64	0.1	0.2	9.564	A
C-A	572	143			572				
C-B	40	10	597	0.066	39	0.1	0.1	6.904	A
A-B	125	31			125				
A-C	562	140			562				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	546	0.093	51	0.1	0.1	7.262	A
B-A	78	20	384	0.204	78	0.2	0.3	11.754	B
C-A	700	175			700				
C-B	48	12	563	0.086	48	0.1	0.1	7.482	A
A-B	153	38			153				
A-C	688	172			688				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	546	0.093	51	0.1	0.1	7.269	A
B-A	78	20	384	0.204	78	0.3	0.3	11.778	B
C-A	700	175			700				
C-B	48	12	563	0.086	48	0.1	0.1	7.482	A
A-B	153	38			153				
A-C	688	172			688				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	586	0.071	41	0.1	0.1	6.611	A
B-A	64	16	440	0.145	64	0.3	0.2	9.588	A
C-A	572	143			572				
C-B	40	10	597	0.066	40	0.1	0.1	6.907	A
A-B	125	31			125				
A-C	562	140			562				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	614	0.056	35	0.1	0.1	6.219	A
B-A	53	13	480	0.111	54	0.2	0.1	8.437	A
C-A	479	120			479				
C-B	33	8	622	0.053	33	0.1	0.1	6.541	A
A-B	105	26			105				
A-C	471	118			471				

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		1.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	819	100.000
B - Ashford Road		ONE HOUR	✓	77	100.000
C - A28 (N)		ONE HOUR	✓	1088	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	241	578
	B - Ashford Road	43	0	34
	C - A28 (N)	911	177	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	0	9
	B - Ashford Road	0	0	7
	C - A28 (N)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.31	0.1	A	31	47
B-A	0.17	15.23	0.2	C	39	59
C-A					836	1254
C-B	0.35	10.24	0.5	B	162	244
A-B					221	332
A-C					530	796

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	632	0.040	25	0.0	0.0	6.344	A
B-A	32	8	408	0.079	32	0.0	0.1	9.557	A
C-A	686	171			686				
C-B	133	33	613	0.217	132	0.0	0.3	7.546	A
A-B	181	45			181				
A-C	435	109			435				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	605	0.050	31	0.0	0.1	6.699	A
B-A	39	10	356	0.109	39	0.1	0.1	11.334	B
C-A	819	205			819				
C-B	159	40	586	0.271	159	0.3	0.4	8.494	A
A-B	217	54			217				
A-C	520	130			520				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	565	0.066	37	0.1	0.1	7.299	A
B-A	47	12	284	0.167	47	0.1	0.2	15.182	C
C-A	1003	251			1003				
C-B	195	49	550	0.354	194	0.4	0.5	10.204	B
A-B	265	66			265				
A-C	636	159			636				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	565	0.066	37	0.1	0.1	7.305	A
B-A	47	12	284	0.167	47	0.2	0.2	15.228	C
C-A	1003	251			1003				
C-B	195	49	550	0.354	195	0.5	0.5	10.242	B
A-B	265	66			265				
A-C	636	159			636				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	605	0.051	31	0.1	0.1	6.709	A
B-A	39	10	356	0.109	39	0.2	0.1	11.371	B
C-A	819	205			819				
C-B	159	40	586	0.271	160	0.5	0.4	8.536	A
A-B	217	54			217				
A-C	520	130			520				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	632	0.041	26	0.1	0.0	6.356	A
B-A	32	8	408	0.079	33	0.1	0.1	9.589	A
C-A	686	171			686				
C-B	133	33	613	0.217	134	0.4	0.3	7.591	A
A-B	181	45			181				
A-C	435	109			435				

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Ashford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	J02 - A28 / Ashford Road	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A28 (S)		ONE HOUR	✓	832	100.000
B - Ashford Road		ONE HOUR	✓	117	100.000
C - A28 (N)		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
From	A - A28 (S)	0	139	693
	B - Ashford Road	71	0	46
	C - A28 (N)	772	44	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
		A - A28 (S)	B - Ashford Road	C - A28 (N)
A - A28 (S)	0	0	3
B - Ashford Road	0	0	0
C - A28 (N)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.59	0.1	A	42	63
B-A	0.23	13.60	0.3	B	65	98
C-A					708	1063
C-B	0.09	7.73	0.1	A	40	61
A-B					128	191
A-C					636	954

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	602	0.058	34	0.0	0.1	6.340	A
B-A	53	13	452	0.118	53	0.0	0.1	8.998	A
C-A	581	145			581				
C-B	33	8	611	0.054	33	0.0	0.1	6.662	A
A-B	105	26			105				
A-C	522	130			522				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	571	0.072	41	0.1	0.1	6.792	A
B-A	64	16	407	0.157	64	0.1	0.2	10.491	B
C-A	694	174			694				
C-B	40	10	584	0.068	39	0.1	0.1	7.076	A
A-B	125	31			125				
A-C	623	156			623				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	526	0.096	51	0.1	0.1	7.577	A
B-A	78	20	343	0.228	78	0.2	0.3	13.556	B
C-A	850	212			850				
C-B	48	12	547	0.089	48	0.1	0.1	7.729	A
A-B	153	38			153				
A-C	763	191			763				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	525	0.096	51	0.1	0.1	7.586	A
B-A	78	20	343	0.228	78	0.3	0.3	13.596	B
C-A	850	212			850				
C-B	48	12	547	0.089	48	0.1	0.1	7.732	A
A-B	153	38			153				
A-C	763	191			763				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	571	0.072	41	0.1	0.1	6.802	A
B-A	64	16	407	0.157	64	0.3	0.2	10.525	B
C-A	694	174			694				
C-B	40	10	584	0.068	40	0.1	0.1	7.081	A
A-B	125	31			125				
A-C	623	156			623				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	601	0.058	35	0.1	0.1	6.353	A
B-A	53	13	453	0.118	54	0.2	0.1	9.031	A
C-A	581	145			581				
C-B	33	8	611	0.054	33	0.1	0.1	6.669	A
A-B	105	26			105				
A-C	522	130			522				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820
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Filename: J03 - A28_Tithe Barn Lane (TAA Trip Rates).j10
Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 3
Report generation date: 05/09/2024 09:29:14

»2023 Observed - Validation, AM
»2023 Observed - Validation, PM
»2023 Observed, AM
»2023 Observed, PM
»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2023 Observed - Validation							
1 - A28 (N)	0.6	3.31	0.38	A	0.9	3.73	0.46	A
2 - Tithe Barn Lane	0.8	4.16	0.43	A	0.2	2.68	0.17	A
3 - A28 (S)	0.2	2.89	0.17	A	0.4	3.10	0.31	A
	2023 Observed							
1 - A28 (N)	0.8	3.55	0.42	A	1.0	4.14	0.51	A
2 - Tithe Barn Lane	1.0	4.72	0.48	A	0.2	2.80	0.19	A
3 - A28 (S)	0.3	3.00	0.19	A	0.5	3.29	0.34	A
	2032 Future Year Baseline							
1 - A28 (N)	1.8	5.64	0.63	A	4.8	11.98	0.83	B
2 - Tithe Barn Lane	1.6	7.78	0.62	A	0.4	4.10	0.27	A
3 - A28 (S)	1.5	5.82	0.57	A	1.4	5.11	0.57	A
	2032 Future Year Baseline + Proposed Development							
1 - A28 (N)	2.0	6.08	0.65	A	8.3	19.69	0.90	C
2 - Tithe Barn Lane	1.7	8.32	0.63	A	0.4	4.59	0.29	A
3 - A28 (S)	2.0	6.95	0.64	A	1.6	5.62	0.61	A

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

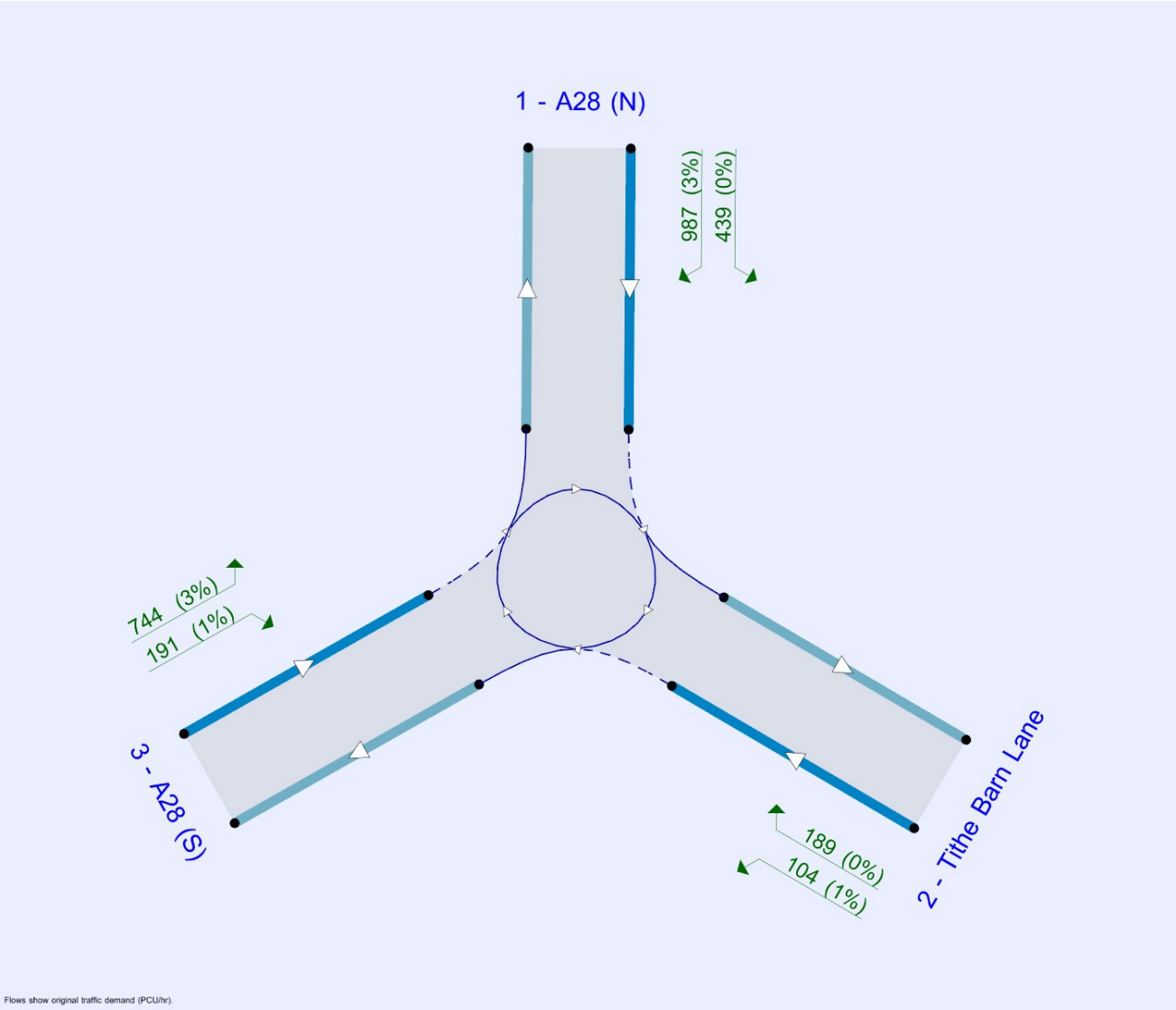
File summary

File Description

Title	Possingham Farm, Ashford
Location	J03 - A28 / Tithe Barn Lane Roundabout
Site number	
Date	10/05/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226730
Enumerator	Daragh Crowe
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓
D3	2023 Observed	AM	ONE HOUR	07:15	08:45		15	✓
D4	2023 Observed	PM	ONE HOUR	16:15	17:45		15	✓
D5	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45		15	✓
D6	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45		15	✓
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45		15	✓
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45		15	✓

Analysis Set Details

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

2023 Observed - Validation, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (N)		
2	Tithe Barn Lane		
3	A28 (S)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A28 (N)	3.60	8.10	16.1	29.9	33.0	13.4		
2 - Tithe Barn Lane	3.40	8.36	17.5	20.3	33.0	14.3		
3 - A28 (S)	3.49	9.51	12.9	22.3	33.0	19.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (N)	0.727	1944
2 - Tithe Barn Lane	0.716	1919
3 - A28 (S)	0.701	1863

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 period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed - Validation	AM	FLAT	07:15	08:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		FLAT	✓	704	100.000
2 - Tithe Barn Lane		FLAT	✓	661	100.000
3 - A28 (S)		FLAT	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	178	523
	2 - Tithe Barn Lane	289	12	360
	3 - A28 (S)	186	99	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.38	3.31	0.6	A	704	1056
2 - Tithe Barn Lane	0.43	4.16	0.8	A	661	992
3 - A28 (S)	0.17	2.89	0.2	A	285	428

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1864	0.378	701	476	0.0	0.6	3.297	A
2 - Tithe Barn Lane	661	165	524	1544	0.428	658	288	0.0	0.8	4.128	A
3 - A28 (S)	285	71	303	1651	0.173	284	879	0.0	0.2	2.883	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	704	176	111	1863	0.378	704	478	0.6	0.6	3.311	A
2 - Tithe Barn Lane	661	165	526	1543	0.428	661	289	0.8	0.8	4.162	A
3 - A28 (S)	285	71	304	1650	0.173	285	883	0.2	0.2	2.887	A

2023 Observed - Validation, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Observed - Validation	PM	FLAT	16:15	17:45	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		FLAT	✓	831	100.000
2 - Tithe Barn Lane		FLAT	✓	281	100.000
3 - A28 (S)		FLAT	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	35	424	372
	2 - Tithe Barn Lane	182	4	95
	3 - A28 (S)	339	182	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.46	3.73	0.9	A	831	1247
2 - Tithe Barn Lane	0.17	2.68	0.2	A	281	422
3 - A28 (S)	0.31	3.10	0.4	A	521	782

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	185	1809	0.459	828	554	0.0	0.9	3.704	A
2 - Tithe Barn Lane	281	70	405	1629	0.172	280	608	0.0	0.2	2.676	A
3 - A28 (S)	521	130	220	1709	0.305	519	465	0.0	0.4	3.092	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	831	208	186	1809	0.459	831	556	0.9	0.9	3.729	A
2 - Tithe Barn Lane	281	70	407	1628	0.173	281	610	0.2	0.2	2.681	A
3 - A28 (S)	521	130	221	1708	0.305	521	467	0.4	0.4	3.101	A

2023 Observed, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	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	2023 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	704	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	661	100.000
3 - A28 (S)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	178	523
	2 - Tithe Barn Lane	289	12	360
	3 - A28 (S)	186	99	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.42	3.55	0.8	A	646	969
2 - Tithe Barn Lane	0.48	4.72	1.0	A	607	910
3 - A28 (S)	0.19	3.00	0.3	A	262	392

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	530	133	83	1883	0.281	528	359	0.0	0.4	2.829	A
2 - Tithe Barn Lane	498	124	395	1637	0.304	496	217	0.0	0.4	3.214	A
3 - A28 (S)	215	54	228	1703	0.126	214	663	0.0	0.2	2.645	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	633	158	100	1871	0.338	632	429	0.4	0.5	3.096	A
2 - Tithe Barn Lane	594	149	472	1581	0.376	594	260	0.4	0.6	3.716	A
3 - A28 (S)	256	64	273	1672	0.153	256	793	0.2	0.2	2.784	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	775	194	122	1855	0.418	774	526	0.5	0.8	3.548	A
2 - Tithe Barn Lane	728	182	578	1505	0.484	726	318	0.6	0.9	4.707	A
3 - A28 (S)	314	78	334	1629	0.193	314	971	0.2	0.3	2.997	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	775	194	122	1855	0.418	775	526	0.8	0.8	3.554	A
2 - Tithe Barn Lane	728	182	579	1505	0.484	728	318	0.9	1.0	4.724	A
3 - A28 (S)	314	78	335	1629	0.193	314	972	0.3	0.3	2.998	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	633	158	100	1871	0.338	634	430	0.8	0.5	3.106	A
2 - Tithe Barn Lane	594	149	474	1580	0.376	596	260	1.0	0.6	3.734	A
3 - A28 (S)	256	64	274	1671	0.153	256	795	0.3	0.2	2.789	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	530	133	84	1883	0.281	531	360	0.5	0.4	2.839	A
2 - Tithe Barn Lane	498	124	396	1635	0.304	498	218	0.6	0.4	3.229	A
3 - A28 (S)	215	54	229	1702	0.126	215	666	0.2	0.2	2.652	A

2023 Observed, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	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	2023 Observed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	831	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	281	100.000
3 - A28 (S)		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	35	424	372
	2 - Tithe Barn Lane	182	4	95
	3 - A28 (S)	339	182	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.51	4.14	1.0	A	763	1144
2 - Tithe Barn Lane	0.19	2.80	0.2	A	258	387
3 - A28 (S)	0.34	3.29	0.5	A	478	717

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	626	156	140	1842	0.340	624	417	0.0	0.5	2.987	A
2 - Tithe Barn Lane	212	53	305	1701	0.124	211	458	0.0	0.1	2.425	A
3 - A28 (S)	392	98	166	1747	0.225	391	350	0.0	0.3	2.713	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	747	187	167	1822	0.410	746	499	0.5	0.7	3.388	A
2 - Tithe Barn Lane	253	63	366	1658	0.152	252	548	0.1	0.2	2.570	A
3 - A28 (S)	468	117	199	1724	0.272	468	419	0.3	0.4	2.932	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	915	229	205	1795	0.510	914	612	0.7	1.0	4.130	A
2 - Tithe Barn Lane	309	77	447	1599	0.194	309	671	0.2	0.2	2.800	A
3 - A28 (S)	574	143	243	1693	0.339	573	513	0.4	0.5	3.287	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	915	229	205	1795	0.510	915	612	1.0	1.0	4.143	A
2 - Tithe Barn Lane	309	77	448	1598	0.194	309	672	0.2	0.2	2.801	A
3 - A28 (S)	574	143	243	1693	0.339	574	514	0.5	0.5	3.290	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	747	187	167	1822	0.410	748	500	1.0	0.7	3.400	A
2 - Tithe Barn Lane	253	63	367	1657	0.152	253	549	0.2	0.2	2.572	A
3 - A28 (S)	468	117	199	1724	0.272	469	421	0.5	0.4	2.937	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	626	156	140	1842	0.340	626	419	0.7	0.5	3.003	A
2 - Tithe Barn Lane	212	53	307	1700	0.124	212	460	0.2	0.1	2.427	A
3 - A28 (S)	392	98	167	1746	0.225	393	352	0.4	0.3	2.722	A

2032 Future Year Baseline, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	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	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1062	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	687	100.000
3 - A28 (S)		ONE HOUR	✓	839	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	185	874
	2 - Tithe Barn Lane	301	12	374
	3 - A28 (S)	737	102	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.63	5.64	1.8	A	975	1462
2 - Tithe Barn Lane	0.62	7.78	1.6	A	630	946
3 - A28 (S)	0.57	5.82	1.5	A	770	1155

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	800	200	85	1882	0.425	796	780	0.0	0.8	3.541	A
2 - Tithe Barn Lane	517	129	658	1448	0.357	515	224	0.0	0.6	3.923	A
3 - A28 (S)	632	158	237	1697	0.372	629	936	0.0	0.7	3.778	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	955	239	102	1870	0.511	953	934	0.8	1.1	4.201	A
2 - Tithe Barn Lane	618	154	787	1356	0.456	616	268	0.6	0.8	4.960	A
3 - A28 (S)	754	189	284	1664	0.453	753	1120	0.7	0.9	4.436	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1169	292	125	1853	0.631	1167	1143	1.1	1.8	5.593	A
2 - Tithe Barn Lane	756	189	963	1230	0.615	753	328	0.8	1.6	7.661	A
3 - A28 (S)	924	231	347	1620	0.570	922	1370	0.9	1.5	5.772	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1169	292	126	1853	0.631	1169	1146	1.8	1.8	5.639	A
2 - Tithe Barn Lane	756	189	966	1228	0.616	756	329	1.6	1.6	7.780	A
3 - A28 (S)	924	231	348	1619	0.570	924	1374	1.5	1.5	5.816	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	955	239	103	1869	0.511	957	939	1.8	1.1	4.239	A
2 - Tithe Barn Lane	618	154	791	1353	0.456	621	270	1.6	0.9	5.032	A
3 - A28 (S)	754	189	285	1663	0.454	756	1126	1.5	0.9	4.474	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	800	200	86	1881	0.425	801	785	1.1	0.8	3.570	A
2 - Tithe Barn Lane	517	129	661	1446	0.358	518	225	0.9	0.6	3.964	A
3 - A28 (S)	632	158	238	1696	0.372	633	941	0.9	0.7	3.811	A

2032 Future Year Baseline, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	8.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.68	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	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1350	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	291	100.000
3 - A28 (S)		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	36	439	875
	2 - Tithe Barn Lane	189	4	98
	3 - A28 (S)	688	188	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.83	11.98	4.8	B	1239	1858
2 - Tithe Barn Lane	0.27	4.10	0.4	A	267	401
3 - A28 (S)	0.57	5.11	1.4	A	804	1206

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1016	254	144	1839	0.553	1011	685	0.0	1.2	4.406	A
2 - Tithe Barn Lane	219	55	682	1431	0.153	218	473	0.0	0.2	2.978	A
3 - A28 (S)	659	165	172	1743	0.378	657	729	0.0	0.6	3.394	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1214	303	172	1819	0.667	1211	820	1.2	2.0	6.004	A
2 - Tithe Barn Lane	262	65	817	1334	0.196	261	566	0.2	0.2	3.366	A
3 - A28 (S)	788	197	206	1719	0.458	787	873	0.6	0.9	3.956	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1486	372	211	1791	0.830	1476	1003	2.0	4.6	11.292	B
2 - Tithe Barn Lane	320	80	996	1206	0.266	320	691	0.2	0.4	4.074	A
3 - A28 (S)	964	241	252	1687	0.572	963	1064	0.9	1.4	5.086	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1486	372	211	1790	0.830	1486	1005	4.6	4.8	11.980	B
2 - Tithe Barn Lane	320	80	1003	1201	0.267	320	695	0.4	0.4	4.099	A
3 - A28 (S)	964	241	252	1686	0.572	964	1071	1.4	1.4	5.114	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1214	303	173	1818	0.667	1224	823	4.8	2.1	6.291	A
2 - Tithe Barn Lane	262	65	826	1328	0.197	262	571	0.4	0.2	3.393	A
3 - A28 (S)	788	197	206	1718	0.458	789	882	1.4	0.9	3.984	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1016	254	145	1839	0.553	1020	688	2.1	1.3	4.496	A
2 - Tithe Barn Lane	219	55	688	1427	0.154	219	476	0.2	0.2	2.994	A
3 - A28 (S)	659	165	173	1742	0.379	660	735	0.9	0.6	3.418	A

2032 Future Year Baseline + Proposed Development, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	6.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.95	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
D7	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1090	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	695	100.000
3 - A28 (S)		ONE HOUR	✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	3	185	902
	2 - Tithe Barn Lane	301	12	382
	3 - A28 (S)	818	125	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	3	8
	2 - Tithe Barn Lane	2	0	2
	3 - A28 (S)	14	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.65	6.08	2.0	A	1000	1500
2 - Tithe Barn Lane	0.63	8.32	1.7	A	638	957
3 - A28 (S)	0.64	6.95	2.0	A	865	1298

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	821	205	103	1869	0.439	817	841	0.0	0.8	3.642	A
2 - Tithe Barn Lane	523	131	679	1433	0.365	521	241	0.0	0.6	4.013	A
3 - A28 (S)	710	177	237	1697	0.418	707	963	0.0	0.8	4.067	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	980	245	123	1855	0.528	978	1007	0.8	1.2	4.393	A
2 - Tithe Barn Lane	625	156	812	1338	0.467	624	289	0.6	0.9	5.133	A
3 - A28 (S)	848	212	284	1664	0.509	846	1152	0.8	1.2	4.932	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1200	300	150	1835	0.654	1197	1231	1.2	2.0	6.015	A
2 - Tithe Barn Lane	765	191	994	1208	0.634	762	353	0.9	1.7	8.172	A
3 - A28 (S)	1038	260	346	1620	0.641	1035	1409	1.2	2.0	6.865	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1200	300	151	1834	0.654	1200	1235	2.0	2.0	6.076	A
2 - Tithe Barn Lane	765	191	996	1206	0.635	765	355	1.7	1.7	8.323	A
3 - A28 (S)	1038	260	348	1619	0.641	1038	1414	2.0	2.0	6.951	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	980	245	124	1854	0.529	983	1013	2.0	1.2	4.441	A
2 - Tithe Barn Lane	625	156	816	1335	0.468	628	290	1.7	0.9	5.218	A
3 - A28 (S)	848	212	286	1663	0.510	851	1159	2.0	1.2	4.997	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	821	205	103	1869	0.439	822	847	1.2	0.8	3.690	A
2 - Tithe Barn Lane	523	131	683	1431	0.366	524	243	0.9	0.6	4.058	A
3 - A28 (S)	710	177	238	1696	0.419	711	969	1.2	0.8	4.111	A

2032 Future Year Baseline + Proposed Development, 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	J03 - A28 / Tithe Barn Lane Roundabout	Standard Roundabout		1, 2, 3	13.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.14	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (N)		ONE HOUR	✓	1462	100.000
2 - Tithe Barn Lane		ONE HOUR	✓	297	100.000
3 - A28 (S)		ONE HOUR	✓	935	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	36	439	987
	2 - Tithe Barn Lane	189	4	104
	3 - A28 (S)	744	191	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - A28 (N)	2 - Tithe Barn Lane	3 - A28 (S)
From	1 - A28 (N)	0	0	3
	2 - Tithe Barn Lane	0	0	1
	3 - A28 (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A28 (N)	0.90	19.69	8.3	C	1342	2012
2 - Tithe Barn Lane	0.29	4.59	0.4	A	273	409
3 - A28 (S)	0.61	5.62	1.6	A	858	1287

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1101	275	146	1838	0.599	1095	727	0.0	1.5	4.904	A
2 - Tithe Barn Lane	224	56	766	1371	0.163	223	475	0.0	0.2	3.145	A
3 - A28 (S)	704	176	172	1743	0.404	701	817	0.0	0.7	3.537	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1314	329	175	1817	0.723	1310	870	1.5	2.6	7.182	A
2 - Tithe Barn Lane	267	67	917	1263	0.211	267	568	0.2	0.3	3.626	A
3 - A28 (S)	841	210	206	1719	0.489	839	978	0.7	1.0	4.193	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1610	402	214	1788	0.900	1589	1064	2.6	7.7	16.929	C
2 - Tithe Barn Lane	327	82	1112	1123	0.291	326	691	0.3	0.4	4.532	A
3 - A28 (S)	1029	257	251	1687	0.610	1027	1187	1.0	1.6	5.576	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1610	402	215	1788	0.900	1607	1067	7.7	8.3	19.693	C
2 - Tithe Barn Lane	327	82	1125	1114	0.294	327	697	0.4	0.4	4.589	A
3 - A28 (S)	1029	257	252	1686	0.610	1029	1200	1.6	1.6	5.620	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1314	329	176	1816	0.724	1337	874	8.3	2.7	7.996	A
2 - Tithe Barn Lane	267	67	935	1250	0.214	268	577	0.4	0.3	3.682	A
3 - A28 (S)	841	210	207	1718	0.489	843	996	1.6	1.0	4.231	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A28 (N)	1101	275	147	1837	0.599	1105	731	2.7	1.5	5.053	A
2 - Tithe Barn Lane	224	56	774	1365	0.164	224	479	0.3	0.2	3.164	A
3 - A28 (S)	704	176	173	1742	0.404	705	825	1.0	0.7	3.567	A

Junctions 10

PICADY 10 - Priority Intersection Module

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Path: O:\London\Vectos\Projects\Projects\220000\226730 - Possingham Farm\Modelling\Junction 5
Report generation date: 05/09/2024 09:30:45

»2032 Future Year Baseline, AM
»2032 Future Year Baseline, PM
»2032 Future Year Baseline + Proposed Development, AM
»2032 Future Year Baseline + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2032 Future Year Baseline							
Stream B-CD	1.1	10.79	0.53	B	0.7	8.41	0.41	A
Stream B-AD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-BC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	1.1	12.33	0.52	B	2.2	18.22	0.68	C
	2032 Future Year Baseline + Proposed Development							
Stream B-CD	1.3	11.56	0.56	B	0.8	9.19	0.45	A
Stream B-AD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-BC	0.1	12.08	0.09	B	0.1	10.87	0.05	B
Stream C-ABD	2.5	16.85	0.69	C	2.7	20.82	0.73	C

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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	05/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Daragh.Crowe
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		9.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.67	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Avenue (N)		Major
B	Chilmington Green Road (E)		Minor
C	The Avenue (S)		Major
D	Chilmington Green Road (W)		Minor

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)
A - The Avenue (N)	6.00			76.0	✓	0.00
C - The Avenue (S)	6.00			67.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Chilmington Green Road (E)	One lane plus flare	10.00	10.00	4.83	2.97	2.94	✓	1.00	44	60
D - Chilmington Green Road (W)	One lane plus flare	10.00	6.97	3.06	2.80	2.78	✓	1.00	50	83

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.239	0.342	0.239	-	-	-
B-A	539	0.098	0.248	0.248	-	-	-	0.156	0.354	-	0.248	0.248	0.124
B-C	738	0.113	0.286	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	581	0.106	0.268	0.268	-	-	-	0.168	0.382	0.168	-	-	-
B-D, offside lane	539	0.098	0.248	0.248	-	-	-	0.156	0.354	0.156	-	-	-
C-B	613	0.237	0.237	0.339	-	-	-	-	-	-	-	-	-
D-A	760	-	-	-	-	-	-	0.295	-	0.117	-	-	-
D-B, nearside lane	601	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
D-B, offside lane	558	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-C	558	-	0.162	0.367	0.128	0.257	0.257	0.257	0.257	0.102	-	-	-

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)
D3	2032 Future Year Baseline	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	103	100.000
B - Chilmington Green Road (E)		✓	346	100.000
C - The Avenue (S)		✓	297	100.000
D - Chilmington Green Road (W)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	48	55	0
	B - Chilmington Green Road (E)	0	0	346	0
	C - The Avenue (S)	26	271	0	0
	D - Chilmington Green Road (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	3
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.53	10.79	1.1	B
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.52	12.33	1.1	B
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	722	0.361	258	0.6	7.729	A
B-AD	0	450	0.000	0	0.0	0.000	A
A-BCD	0	544	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	41			41			
D-AB	0	620	0.000	0	0.0	0.000	A
D-BC	0	455	0.000	0	0.0	0.000	A
C-ABD	211	607	0.347	209	0.5	8.983	A
C-D	0			0			
C-A	13			13			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	311	719	0.433	310	0.8	8.796	A
B-AD	0	432	0.000	0	0.0	0.000	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	49			49			
D-AB	0	609	0.000	0	0.0	0.000	A
D-BC	0	434	0.000	0	0.0	0.000	A
C-ABD	253	607	0.418	253	0.7	10.156	B
C-D	0			0			
C-A	14			14			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	381	714	0.533	379	1.1	10.698	B
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	508	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	61			61			
D-AB	0	594	0.000	0	0.0	0.000	A
D-BC	0	405	0.000	0	0.0	0.000	A
C-ABD	313	605	0.518	312	1.1	12.221	B
C-D	0			0			
C-A	14			14			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	381	714	0.533	381	1.1	10.787	B
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	508	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	61			61			
D-AB	0	593	0.000	0	0.0	0.000	A
D-BC	0	404	0.000	0	0.0	0.000	A
C-ABD	313	605	0.518	313	1.1	12.332	B
C-D	0			0			
C-A	14			14			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	311	719	0.433	312	0.8	8.891	A
B-AD	0	431	0.000	0	0.0	0.000	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	49			49			
D-AB	0	608	0.000	0	0.0	0.000	A
D-BC	0	433	0.000	0	0.0	0.000	A
C-ABD	254	607	0.418	255	0.7	10.280	B
C-D	0			0			
C-A	13			13			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	260	722	0.361	261	0.6	7.832	A
B-AD	0	449	0.000	0	0.0	0.000	A
A-BCD	0	542	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	41			41			
D-AB	0	619	0.000	0	0.0	0.000	A
D-BC	0	454	0.000	0	0.0	0.000	A
C-ABD	211	608	0.347	212	0.6	9.116	A
C-D	0			0			
C-A	13			13			

2032 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		12.60	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.60	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032 Future Year Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	66	100.000
B - Chilmington Green Road (E)		✓	268	100.000
C - The Avenue (S)		✓	399	100.000
D - Chilmington Green Road (W)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	31	35	0
	B - Chilmington Green Road (E)	0	0	268	0
	C - The Avenue (S)	38	361	0	0
	D - Chilmington Green Road (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	1
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.41	8.41	0.7	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.68	18.22	2.2	C
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	202	728	0.277	200	0.4	6.808	A
B-AD	0	429	0.000	0	0.0	0.000	A
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	26			26			
D-AB	0	608	0.000	0	0.0	0.000	A
D-BC	0	447	0.000	0	0.0	0.000	A
C-ABD	285	620	0.460	282	0.9	10.539	B
C-D	0			0			
C-A	15			15			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	726	0.332	240	0.5	7.414	A
B-AD	0	407	0.000	0	0.0	0.000	A
A-BCD	0	498	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	31			31			
D-AB	0	593	0.000	0	0.0	0.000	A
D-BC	0	424	0.000	0	0.0	0.000	A
C-ABD	344	622	0.553	342	1.2	12.818	B
C-D	0			0			
C-A	15			15			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	295	723	0.408	294	0.7	8.384	A
B-AD	0	377	0.000	0	0.0	0.000	A
A-BCD	0	470	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	39			39			
D-AB	0	574	0.000	0	0.0	0.000	A
D-BC	0	393	0.000	0	0.0	0.000	A
C-ABD	426	624	0.684	423	2.1	17.658	C
C-D	0			0			
C-A	13			13			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	295	723	0.408	295	0.7	8.414	A
B-AD	0	376	0.000	0	0.0	0.000	A
A-BCD	0	469	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	39			39			
D-AB	0	573	0.000	0	0.0	0.000	A
D-BC	0	392	0.000	0	0.0	0.000	A
C-ABD	427	624	0.684	426	2.2	18.217	C
C-D	0			0			
C-A	13			13			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	726	0.332	242	0.5	7.448	A
B-AD	0	405	0.000	0	0.0	0.000	A
A-BCD	0	496	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	31			31			
D-AB	0	592	0.000	0	0.0	0.000	A
D-BC	0	423	0.000	0	0.0	0.000	A
C-ABD	344	622	0.553	347	1.3	13.284	B
C-D	0			0			
C-A	15			15			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	202	728	0.277	202	0.4	6.860	A
B-AD	0	427	0.000	0	0.0	0.000	A
A-BCD	0	516	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	26			26			
D-AB	0	606	0.000	0	0.0	0.000	A
D-BC	0	446	0.000	0	0.0	0.000	A
C-ABD	285	620	0.460	287	0.9	10.861	B
C-D	0			0			
C-A	15			15			

2032 Future Year Baseline + Proposed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		11.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.72	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032 Future Year Baseline + Proposed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	118	100.000
B - Chilmington Green Road (E)		✓	362	100.000
C - The Avenue (S)		✓	476	100.000
D - Chilmington Green Road (W)		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	48	70	0
	B - Chilmington Green Road (E)	0	0	362	0
	C - The Avenue (S)	71	331	0	74
	D - Chilmington Green Road (W)	0	0	26	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	3
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.56	11.56	1.3	B
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.09	12.08	0.1	B
C-ABD	0.69	16.85	2.5	C
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	273	719	0.379	270	0.6	7.987	A
B-AD	0	420	0.000	0	0.0	0.000	A
A-BCD	0	507	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	53			53			
D-AB	0	547	0.000	0	0.0	0.000	A
D-BC	20	407	0.048	19	0.0	9.273	A
C-ABD	298	665	0.448	295	0.9	9.650	A
C-D	31			31			
C-A	29			29			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	325	715	0.455	325	0.8	9.201	A
B-AD	0	396	0.000	0	0.0	0.000	A
A-BCD	0	484	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	63			63			
D-AB	0	529	0.000	0	0.0	0.000	A
D-BC	23	374	0.063	23	0.1	10.280	B
C-ABD	369	676	0.547	368	1.3	11.662	B
C-D	30			30			
C-A	29			29			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	399	710	0.562	397	1.2	11.441	B
B-AD	0	363	0.000	0	0.0	0.000	A
A-BCD	0	453	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	77			77			
D-AB	0	504	0.000	0	0.0	0.000	A
D-BC	29	328	0.087	29	0.1	12.014	B
C-ABD	476	691	0.688	471	2.4	16.255	C
C-D	25			25			
C-A	24			24			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	399	710	0.562	399	1.3	11.559	B
B-AD	0	362	0.000	0	0.0	0.000	A
A-BCD	0	452	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	77			77			
D-AB	0	503	0.000	0	0.0	0.000	A
D-BC	29	327	0.088	29	0.1	12.077	B
C-ABD	477	691	0.689	476	2.5	16.849	C
C-D	24			24			
C-A	23			23			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	325	715	0.455	327	0.9	9.321	A
B-AD	0	394	0.000	0	0.0	0.000	A
A-BCD	0	482	0.000	0	0.0	0.000	A
A-B	43			43			
A-C	63			63			
D-AB	0	528	0.000	0	0.0	0.000	A
D-BC	23	371	0.063	23	0.1	10.353	B
C-ABD	371	677	0.548	375	1.4	12.132	B
C-D	29			29			
C-A	28			28			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	273	719	0.379	273	0.6	8.103	A
B-AD	0	418	0.000	0	0.0	0.000	A
A-BCD	0	505	0.000	0	0.0	0.000	A
A-B	36			36			
A-C	53			53			
D-AB	0	546	0.000	0	0.0	0.000	A
D-BC	20	405	0.048	20	0.1	9.341	A
C-ABD	299	666	0.449	301	0.9	9.944	A
C-D	30			30			
C-A	29			29			

2032 Future Year Baseline + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chilmington Green Road (E) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Chilmington Green Road (W) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 5	Crossroads	Two-way	Two-way	Two-way	Two-way		13.66	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.66	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032 Future Year Baseline + Proposed Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - The Avenue (N)		✓	94	100.000
B - Chilmington Green Road (E)		✓	293	100.000
C - The Avenue (S)		✓	434	100.000
D - Chilmington Green Road (W)		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	31	63	0
	B - Chilmington Green Road (E)	0	0	293	0
	C - The Avenue (S)	52	374	0	8
	D - Chilmington Green Road (W)	0	0	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - The Avenue (N)	B - Chilmington Green Road (E)	C - The Avenue (S)	D - Chilmington Green Road (W)
From	A - The Avenue (N)	0	0	0	0
	B - Chilmington Green Road (E)	0	0	0	1
	C - The Avenue (S)	0	0	0	0
	D - Chilmington Green Road (W)	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-CD	0.45	9.19	0.8	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.05	10.87	0.1	B
C-ABD	0.73	20.82	2.7	C
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	221	722	0.306	219	0.4	7.137	A
B-AD	0	418	0.000	0	0.0	0.000	A
A-BCD	0	511	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	47			47			
D-AB	0	555	0.000	0	0.0	0.000	A
D-BC	12	422	0.029	12	0.0	8.769	A
C-ABD	303	626	0.485	300	1.0	10.912	B
C-D	3			3			
C-A	20			20			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	263	718	0.367	263	0.6	7.892	A
B-AD	0	393	0.000	0	0.0	0.000	A
A-BCD	0	489	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	57			57			
D-AB	0	539	0.000	0	0.0	0.000	A
D-BC	14	392	0.037	14	0.0	9.545	A
C-ABD	368	629	0.585	366	1.4	13.619	B
C-D	3			3			
C-A	19			19			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	323	714	0.452	322	0.8	9.150	A
B-AD	0	360	0.000	0	0.0	0.000	A
A-BCD	0	459	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	69			69			
D-AB	0	517	0.000	0	0.0	0.000	A
D-BC	18	350	0.050	18	0.1	10.821	B
C-ABD	460	633	0.727	456	2.6	19.878	C
C-D	2			2			
C-A	15			15			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	323	714	0.452	323	0.8	9.193	A
B-AD	0	358	0.000	0	0.0	0.000	A
A-BCD	0	458	0.000	0	0.0	0.000	A
A-B	34			34			
A-C	69			69			
D-AB	0	516	0.000	0	0.0	0.000	A
D-BC	18	349	0.051	18	0.1	10.872	B
C-ABD	461	633	0.728	461	2.7	20.820	C
C-D	2			2			
C-A	15			15			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	263	718	0.367	264	0.6	7.945	A
B-AD	0	391	0.000	0	0.0	0.000	A
A-BCD	0	486	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	57			57			
D-AB	0	537	0.000	0	0.0	0.000	A
D-BC	14	389	0.037	14	0.0	9.607	A
C-ABD	369	630	0.586	373	1.5	14.326	B
C-D	3			3			
C-A	19			19			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	221	722	0.306	221	0.4	7.204	A
B-AD	0	416	0.000	0	0.0	0.000	A
A-BCD	0	509	0.000	0	0.0	0.000	A
A-B	23			23			
A-C	47			47			
D-AB	0	554	0.000	0	0.0	0.000	A
D-BC	12	420	0.029	12	0.0	8.824	A
C-ABD	304	627	0.485	306	1.0	11.317	B
C-D	3			3			
C-A	20			20			

Appendix ID11 Road Safety Collision Data

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent

Hodson Development Ltd
SLR Project No.: 425.001542.00001

10 September 2024

Location: A28 & M20 J9, Ashford

5 years personal injury crash data up to 31/03/2024

KCC Ref number: EXT/136/24

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Crash Severity

- Slight
- Serious
- Fatal

N

Date: 27-August-2024
Time: 13:00:48

Title: **A28 & M20 J9, Ashford**

Requested output:**D - Print Crash Report**

Date: 27-August-2024

Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

There were 100 reported crashes resulting in injury

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A28 Grid 596105E** **Section Ref 139588N**	SLIGHT	14/02/2022	2	07:15	DRK STL	Wet/Damp	Fine			
	A28 ASHFORD RD, ASHFORD (MAPPED TO COORDS)								Ashford		
	V1 was travelling southeast on Ashford Rd when it collided with the rear of V2 after travelling around a nearside bend. V2 was then forced into the rear of V3.						Veh1, car, NE -> S Veh2, car, NE -> SW Veh3, car, NE -> SW				Casualties 1 Vehicles 3
2	**Road No A28 Grid 596728E** **Section 133 Ref 140364N**	SERIOUS	16/06/2020	3	15:00	L	Dry	Fine		O/TAKE R.TURN	HGV M/C
	A28, ASHFORD RD J/W OLD SURRENDEN MANOR RD, GREAT CHART.								Ashford		
	A lorry (V2) has pulled out of Old Surrenden Manor Road turning right on A28 towards Kendesdon. Driver of V2 did not see V1 and the motorbike has collided with the front passenger side of V2.						Veh1, m/cycle > 500cc, NE -> SW Veh2, goods > 7.5t, W -> SW				Casualties 1 Vehicles 2
3	**Road No A28 Grid 596730E** **Section 133 Ref 140367N**	SLIGHT	13/02/2023	2	08:40	L	Dry	Fine			HGV
	A28, ASHFORD RD J/W OLD SURRENDEN MANOR RD, BETHERSDEN.								Ashford		
	V2 HAS BEEN TRAVELLING ALONG A28 HEADING IN THE DIRECTION OF ASHFORD. V3 WAS ON A28 STATIONARY AT THE JUNCTION WITH OLD SURRENDEN MANOR RD WAITING TO TURN LEFT. V4 WAS STATIONARY AT THE JUNCTION OF OLD SURRENDEN MANOR RD WAITING TO TURN LEFT TOWARDS ASHFORD. V1 HAS BEEN ON A28 HEADING TOWARDS TENTERDEN WHEN COLLIDING INITALLY WITH THE REAR OFFSIDE AS V3 WHEN OVERTAKING. V1 HAS CONTINUED INTO THE PATH OF V2 CAUSING THEM TO COLLIDE WITH THE FRONT OF V4.						Veh1, car, NE -> SW Veh2, car, SW -> NE Veh3, car, SW -> W Veh4, goods 3.5 - 7.5t, W -> NE				Casualties 1 Vehicles 4

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No U Grid 595969E** **Section 111 Ref 140377N**	SLIGHT	30/03/2023	5	09:01	L	Dry	Fine		S.VEH	
	OLD SURRENDEN MANOR ROAD, BETHERSDEN (MAPPED TO GRID REF)								Ashford		
	V1 has been travelling along Old Surrenden Manor Road. The driver has swerved due to an oncoming vehicle. The road is extremely narrow and V1 has then hit a pothole causing them to land in a ditch running alongside the road.						Veh1, car, E -> W				Casualties 1 Vehicles 1
5	**Road No C147 Grid 597445E** **Section 003 Ref 140474N**	SLIGHT	25/08/2023	6	10:30	L	Dry	Fine			
	C147 CHILMINGTON GREEN ROAD, STUBBS CROSS, GREAT CHART (MAPPED TO GRID REF)								Ashford		
	V1 TURNED INTO CHILMINGTON GREEN ROAD FROM A28. DRIVER OF V1 HAS RECENTLY RETURNED FROM FRANCE AND DEFAULTED TO DRIVING ON THE RIGHT HAND SIDE OF THE ROAD (THIS IS EVIDENCED BY V1 DASHCAM). V1 TRAVELLED ALONG CHILMINGTON GREEN ROAD AND COLLIDED HEAD ON WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION.						Veh1, car, NW -> SE Veh2, car, SE -> NW				Casualties 3 Vehicles 2
6	**Road No A28 Grid 596952E** **Section 136 Ref 140585N**	SERIOUS	10/11/2021	4	16:21	L	Wet/Damp	Fine		S.VEH	
	A28 ASHFORD RD, GREAT CHART (MAPPED TO COORDS)								Ashford		
	V1 was travelling northeast on Ashford Rd when it lost control and left the carriageway to the offside into a bush.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A28 Grid 597179E** **Section 138 Ref 140838N**	SLIGHT	04/04/2023	3	15:50	L	Dry	Fine			HGV
	A28, ASHFORD RD J/W CHILMINGTON GREEN RD, GREAT CHART.								Ashford		
	V1 was travelling along the A28 from the Tenterden towards Ashford. V2 was also travelling in the same direction behind V1. V1 slowed down at the junction with Chilmington Green Lane and proceeded to reverse into the front of V2. V2 stopped at the scene, V1 failed to stop and drove off. V2 sustained front end offside and nearside damage.						Veh1, goods > 7.5t, NE -> SW Veh2, car, SW -> NE				Casualties 1 Vehicles 2
8	**Road No A28 Grid 597178E** **Section 138 Ref 140840N**	SLIGHT	31/07/2023	2	10:38	DRK STL	Wet/Damp	Rain			
	A28 ASHFORD ROAD J/W C147 CHILMINGTON GREEN ROAD, STUBBS CROSS, GREAT CHART								Ashford		
	V3 has braked for a vehicle turning right into the junction for Chilmington Green Road. V1 has collided with the rear of V2 and shunted V2 into the rear of V3.						Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE				Casualties 1 Vehicles 3
9	**Road No A28 Grid 597385E** **Section 140 Ref 141148N**	SLIGHT	01/06/2023	5	16:38	L	Dry	Fine		R.TURN	
	A28, ASHFORD RD J/W HIGHWOOD DRIVE, GREAT CHART.								Ashford		
	V1 pulled out from a construction site onto the A28. V1 collided with V2 which was travelling along A28.						Veh1, car, SE -> NE Veh2, car, NE -> SW				Casualties 3 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No A28 Grid 597584E** **Section 142 Ref 141334N**	SLIGHT	30/10/2021	7	12:11	L	Wet/Damp	Fine			
	A28, GREAT CHART BYPASS RNDBT J/W CHILMINGTON AVE, GREAT CHART, (RE-MAPPED TO DESCRIPTION, OLD COORDS: 597612,141392)								Ashford		
	V1 DRIVING ON A28 TOWARDS TENTERDEN ON THE GREAT CHART BYPASS, APPROACHED A RNDBT BY THE CHILMINGTON ESTATE, DRIVING TOO FAST, DID NOT BRAKE, HEADED ONTO THE RNDBT & DROVE THE WRONG WAY AROUND IT AND CRASHED HEAD ON INTO V2 WHO WAS COMING FROM THE CHILMINGTON ESTATE.						Veh1, car, NE -> SW Veh2, car, SE -> NE			Casualties 2 Vehicles 2	
11	**Road No A28 Grid 597562E** **Section 142 Ref 141352N**	SLIGHT	30/12/2022	6	23:35	DRK STL	Wet/Damp	Rain Wind		S.VEH	M/C
	A28 GREAT CHART BYPASS RNDBT, GREAT CHART								Ashford		
	V1 was travelling NE along A28 towards Ashford road. Conditions were raining and wet. As V1 has begun to negotiate the roundabout, V1 has slid on the wet surface and rider has fallen off.						Veh1, m/cycle > 500cc, SE -> NE			Casualties 1 Vehicles 1	
12	**Road No A28 Grid 598598E** **Section 001 Ref 141893N**	SLIGHT	08/06/2019	7	00:25	DRK NSL	Wet/Damp	Rain		S.VEH +VE	
	A28 GREAT CHART BYPASS RNDBT J/W C626 TITHE BARN LANE, GREAT CHART								Ashford		
	V1 was at the side of the carriageway with damage to the front and nearside. Another car allegedly pulled out quickly onto the rndbt and V1 had to swerve to avoid it before colliding with a barrier at the side of the road Great Chart Bypass.						Veh1, car, N -> SW			Casualties 2 Vehicles 1	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	**Road No A28 Grid 598596E** **Section 148 Ref 141913N**	SLIGHT	11/08/2021	4	17:25	L	Dry	Fine			
	A28 GREAT CHART BYPASS RNDBT J/W TITHE BARN LANE, SINGLETON								Ashford		
	V2 and V1 were travelling towards Ashford on A28 Ashford Road and approaching the roundabout in junction with Tithe Barn Lane. V2 was in front of V1. V2 was approaching the roundabout and realised the other vehicle was coming onto the roundabout from Tithe Barn Lane so V2 driver had to hit the brakes reasonably hard which caused V1 travelling directly behind V2 to hit/collide with the rear of V2.						Veh1, car, SW -> N Veh2, car, SW -> N				Casualties 3 Vehicles 2
14	**Road No A28 Grid 598676E** **Section 151 Ref 142156N**	SLIGHT	17/12/2021	6	16:30	DRK STU	Wet/Damp	Rain		R.TURN	
	A28, GREAT CHART BYPASS J/W OLD SURRENDEN MANOR RD, GREAT CHART								Ashford		
	V2 was travelling A28 from Ashford towards Bethersden, indicated to turn right from the main A28 onto Old Surrenden Manor Rd and was stationary waiting for a gap in the oncoming stream of traffic. V1 was travelling A28 from Ashford, failed to see that V2 was stationary awaiting to turn right and collided with the rear of V2. D3 was travelling Bethersden towards Ashford in the opposite c/way and was struck by V1 as V1 veered into the opposite c/way.						Veh1, car, NW -> SE Veh2, car, NE -> W Veh3, car, SW -> NE				Casualties 1 Vehicles 3
15	**Road No A28 Grid 598805E** **Section 150 Ref 142344N**	FATAL	23/10/2023	2	10:55	L	Dry	Fine			HGV GV
	A28 GREAT CHART BYPASS, GREAT CHART (MAPPED TO GRID REF)								Ashford		
	V1 travelling towards Tenterden has failed to negotiate a left hand bend in the road. V1 has crossed onto the opposing carriageway and collided head on with V2 travelling in the opposite direction.						Veh1, goods < 3.5t, E -> SW Veh2, goods > 7.5t, SW -> E				Casualties 2 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	**Road No A28 Grid 599093E** **Section Ref 142471N**	SLIGHT	28/01/2022	6	09:05	L	Dry	Fine		R.TURN	
	A28, GREAT CHART BYPASS J/W SCHOOL ACCESS ROAD, SINGLETON								Ashford		
	V1 pulled out of the school junction (which is signposted no right turn) into the path of V2 which was travelling towards Ashford.						Veh1, car, S -> E Veh2, car, W -> E				Casualties 2 Vehicles 2
17	**Road No A28 Grid 599198E** **Section 152 Ref 142484N**	SLIGHT	21/10/2022	6	00:32	DRK STU	Dry	Fine		S.VEH	
	A28, GREAT CHART BYPASS RNDBT J/W B2229, ASHFORD.								Ashford		
	V1 (unmarked police vehicle) has observed a vehicle travelling in opposite direction with rear light out. V1 has turned around and made after vehicle, approaching roundabout at speed and offsided roundabout. V1 has struck roundabout kerb on nearside and then struck offside of V1 on opposite kerb, mounted pavement, and come to a rest in centre of road.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1
18	**Road No B2229 Grid 599222E** **Section 111 Ref 142496N**	SERIOUS	03/05/2020	1	12:58	L	Dry	Fine			M/C
	B2229, BROOKFIELD RD NEAR J/W A28 GREAT CHART BYPASS, ASHFORD.								Ashford		
	V1 approached rndbt from Brookfield Rd, intending to take third exit A28 Chart Road to go to the shop for food. A28 was temporarily closed due to road works so took the fourth exit back onto Brookfield Rd. D1 remembered they could go to another shop if they went down A29 Great Chart Bypass, so decided to make U-turn to enter rndbt again and take first exist A28 Great Chart Bypass. Upon slowing down to complete U-turn, V2 collided into V1. D1 checked mirrors and stated they did not see R2. V1 then parked car on Great Chart Bypass to check rider was ok						Veh1, car, SE -> SE Veh2, m/cycle > 500cc, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
19	**Road No C620 Grid 599086E** **Section 111 Ref 142509N**	SERIOUS	29/01/2020	4	16:19	L	Dry	Fine			
	C620 CHART RD, GREAT CHART (MAPPED TO COORDS)								Ashford		
	V1 was travelling northeast on Chart Rd when it veered onto the opposing side of the road and collided head on with V2.						Veh1, car, SW -> NE Veh2, car, NE -> SW			Casualties 3 Vehicles 2	
20	**Road No A28 Grid 599201E** **Section 152 Ref 142514N**	SLIGHT	12/08/2022	6	17:00	L	Dry	Fine			P/C
	A28, CHART RD RNDBT J/W BROOKFIELD RD, ASHFORD.								Ashford		
	OLR: R2 was riding across the road, D1 was Looking right, towards the bridge on Chart Rd. As R2 came off the pavement V1 came shooting out to turn left towards Matalan, at no point did they look left. R2 noticed that D1 wasn't stopping and was too slow on the brake. R2 tried to speed up, V1 hit back wheel and part of the frame and R2 landed on the roundabout.						Veh1, car, NE -> SE Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
21	**Road No A28 Grid 599199E** **Section 152 Ref 142517N**	SLIGHT	28/11/2021	1	16:32	DRK STL	Dry	Fine			M/C
	A28, GREAT CHART BYPASS J/W CHART RD, ASHFORD.								Ashford		
	V2 has been coming from Chart Rd intending to navigate a rndbt to take the second exit down Brookfield Rd. V1 has been coming from north down Chart Rd A28 (a separate chart rd). V1 was intending to navigate the roundabout to take its second exit to continue down A28. V1 has pulled out into the path of V2 causing a collision.						Veh1, car, NE -> W Veh2, m/cycle 50 - 125cc, W -> SE			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
22	**Road No A28 Grid 599147E** **Section 152 Ref 142521N**	SLIGHT	22/08/2023	3	14:00	L	Dry	Fine	S	S.VEH	
	A28 GREAT CHART BYPASS J/W 28 GREAT CHART RNDBT, ASHFORD								Ashford		PED
	Taken from OLR; As C1 was waiting for an opportunity to cross, a vehicle stopped and the driver signalled them to cross. C1 crossed and then another car V1 from the other lane, going in the same direction, hit them on their right side. C1 cannot remember what happened immediately afterwards but woke up with a head injury and the right side of their body and back was in pain. The driver stopped and took them to the hospital.						Veh1, car, W -> E				Casualties 1 Vehicles 1
23	**Road No A28 Grid 599218E** **Section 152 Ref 142561N**	SLIGHT	07/09/2023	5	08:20	L	Dry	Fine		O/TAKE	
	A28, CHART RD, ASHFORD (MAPPED TO COORDS)								Ashford		
	OLR: There was a vehicle in front of V2 and one vehicle to its offside after they exited the rndbt which D2 let pass in front. The road then goes back to single c/way where D2 saw V1 trying to pass on D2's offside but there was no room either in front or behind it for them. D1 was trying to force V2 up the kerb and into metal railings, D1 then pulled across hitting V2 and pulling rear bumper off. D1 was rude and refused details, then shot off going past V2 then swerved back across the road and dislodged V2's front bumper.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	**Road No A28 Grid 599261E** **Section Ref 142604N**	SLIGHT	31/03/2022	5	16:50	L	Dry	Fine			
	A28, CHART RD, ASHFORD (MAPPED TO COORDS)								Ashford		
	OLR: D2 driving west approaching Matalan roundabout on A28, traffic starting to compress and came to a standstill. V2 came to a stop with plenty of room. V1 behind drove straight in the back of V2 while stationary. D1 started throwing hands in the air and shouting at D2.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
25	**Road No A28 Grid 599355E** **Section 155 Ref 142732N**	SLIGHT	25/10/2020	1	14:28	L	Wet/Damp	Rain Wind			GV
	A28, CHART RD, GREAT CHART, (MAPPED TO COORDS).								Ashford		
	V1 (U/K) has misjudged braking distances and hit VH/2 pushing it into VH/3. VH/1 has then proceeded to leave the scene, failing to provide details as per sec 170.						Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	
26	**Road No A28 Grid 599372E** **Section Ref 142757N**	SLIGHT	27/11/2019	4	17:50	DRK STL	Wet/Damp	Other			
	A28, CHART RD, ASHFORD, (MAPPED TO COORDS).								Ashford		
	Online report sent in from IP: V2 was coming out of the turning by the traffic lights where there's two ways you can come out of the road. As they pulled out of the first bit, they stopped and allowed another car to get out from the 2nd other junction/exit from the road. V2 then carried on, under the speed limit as there was a lot of traffic about. As D2 went over the bridge, the traffic came to a stop, D2 looked in the rear-view mirror & saw V1 coming at them. Was clearly speeding & smashed into the back of V2. D1 admits that it was their fault, D2 asks for insurance details but they didn't have them. (AGE & POSTCODE NOT KNOWN FOR V1).						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	**Road No A28 Grid 599378E** **Section 156 Ref 142762N**	SLIGHT	18/01/2024	5	15:56	L	Dry	Fine			M/C
	A28, CHART RD, ASHFORD, (MAPPED TO COORDS).								Ashford		
	Due to it being 'rush hour' there was a lot of stationary traffic on the road. The sun was very low and was dazzling D1's eyesight. D1 has stated they couldn't see the tail lights of R2 in front and could only see the cars down the road ahead due to the sun. V1 wasn't driving any faster than 5mph as V2 has very minimal damage and R2 had stumbled off their bike.						Veh1, car, NE -> SW Veh2, m/cycle 50 - 125cc, NE -> SW				Casualties 1 Vehicles 2
28	**Road No U Grid 599475E** **Section 001 Ref 142882N**	SLIGHT	02/02/2021	3	04:52	DRK STL	Wet/Damp	Rain		R.TURN	
	BRUNSWICK RD J/W A28 CHART RD, ASHFORD								Ashford		
	V1 turned right onto Brunswick Rd, cutting the corner and colliding with V2, which was travelling towards the junction.						Veh1, car, SW -> SE Veh2, Road sweeper, SE -> NW				Casualties 2 Vehicles 2
29	**Road No A28 Grid 599469E** **Section 157 Ref 142884N**	SLIGHT	30/01/2021	7	12:19	L	Wet/Damp	Rain		R.TURN	
	A28, CHART RD J/W BRUNSWICK RD, ASHFORD.								Ashford		
	V1 was at the junction of Brunswick Rd and Chart Rd, wanting to pull out towards town centre. V2 was on Chart Rd heading towards Brookfield Rd. V1 emerged from the junction into the path of V2 which caused the collision. Road was busy at the time with traffic coming out of Cobbswood Estate. There was a lot of water spray that had been restricting view.						Veh1, car, SE -> NE Veh2, car, NE -> SW				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford

Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	**Road No A28 Grid 599475E** **Section 157 Ref 142898N**	SLIGHT	02/12/2019	2	09:20	L	Wet/Damp	Fine			
	A28 CHART RD J/W BRUNSWICK RD, ASHFORD								Ashford		
	V2, travelling southwest on Chart Rd, slowed down to allow traffic to turn right into Brunswick Rd when V1 failed to brake and collided with its rear. (AGE FOR V1 NOT KNOWN)						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
31	**Road No U Grid 599597E** **Section 001 Ref 142968N**	SLIGHT	27/12/2019	6	11:31	L	Dry	Fine		R.TURN	
	BRUNSWICK RD J/W VJ TECHNOLOGY, ASHFORD.								Ashford		
	D2 turned left into Brunswick road to continue straight. As D2 turned left onto this road, V1 came from the opposite direction to turn right into the left turn without indication or slowing down. V1 stopped as they could see V1 was veering over to the right turn. V1 still hit V2 drivers side corner, details were not exchanged.						Veh1, car, W -> S Veh2, car, E -> S				Casualties 1 Vehicles 2
32	**Road No A28 Grid 599646E** **Section Ref 143010N**	SLIGHT	15/01/2022	7	11:38	L	Frost/Ice	Fine			
	A28, CHART RD, ASHFORD (MAPPED TO COORDS)								Ashford		
	V1 travelling towards Matalan following V2 in slow moving traffic along Chart Road A28. V2 slowed down for traffic in front, V1 didn't stop in time, hitting V2.						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 4 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
33	**Road No A28 Grid 599661E** **Section 159 Ref 143013N**	SERIOUS	27/08/2021	6	23:57	DRK STL	Dry	Fine			P/C
	A28, CHART RD, ASHFORD, (MAPPED TO COORDS).								Ashford		
	R2 cycling along the A28 making their way home from work, when was hit by V1, knocking them off, cycle was dragged along the road. R2 was wearing hi-viz, has lights on and reflection, as well as a crash helmet. The car was reported to not have headlights on at the time of the incident. After making contact with the bicycle, the vehicle made off without stopping.						Veh1, car, NE -> SW Veh2, pedal cycle, NE -> SW				Casualties 1 Vehicles 2
34	**Road No A28 Grid 599667E** **Section 159 Ref 143018N**	SLIGHT	16/03/2024	7	08:40	L	Wet/Damp	Rain			HGV M/C
	A28, CHART RD, ASHFORD, (MAPPED TO GRID REFS).								Ashford		
	V2 was driving east on Chart Rd in the direction of Ashford. V2 has slowed due to another car turning in the junction ahead. Speed of V2 at the time was around 2mph and slowing to a full stop. D2 heard the revving of R1 coming from behind. R1 has then collided with the back of V2. V2 is a recovery truck carrying a car on the back. R1 has hit the back of veh that was on V2 causing damage to the tailgate panel. R1 has hit the vehicle with helmet.						Veh1, m/cycle > 500cc, SW -> NE Veh2, goods 3.5 - 7.5t, SW -> NE				Casualties 1 Vehicles 2
35	**Road No A28 Grid 599760E** **Section Ref 143045N**	SLIGHT	24/05/2022	3	16:29	L	Wet/Damp	Rain		R.TURN	
	A28, CHART RD J/W HILTON RD, ASHFORD								Ashford		
	V1 was waiting to contravene a two way junction on Hilton Rd going onto Chart Rd. A vehicle in the first lane in front has waved for D1 to go, however D1 has misjudged and not seen V2 in the second lane and has hit them front on and made contact with their offside drivers door.						Veh1, car, S -> N Veh2, car, W -> S				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
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STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
36	**Road No A28 Grid 599900E** **Section 162 Ref 143095N**	SERIOUS	15/01/2021	6	11:49	L	Wet/Damp	Fine	Stand	S.VEH	
	A28, CHART RD, ASHFORD, (MAPPED TO COORDS).								Ashford		PED
	C1 was waiting at crossing. V1 then struck them. W1 and W2 have stated that driver of V1 went through the red light causing the accident.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1
37	**Road No A28 Grid 599966E** **Section 496 Ref 143127N**	SLIGHT	20/01/2023	6	10:24	L	Dry	Fine			HGV M/C
	A28, CHART RD RNDBT J/W CHART RD, ASHFORD.								Ashford		
	OLR: R2 was in the left lane going around the roundabout on the Great Chart Rd. Roundabout was clear as R2 was exiting the roundabout to continue to go forward, V1/lorry came across and knocked R2 off motorbike. V1 sped off quickly.						Veh1, goods > 7.5t, E -> W Veh2, m/cycle 50 - 125cc, N -> SW				Casualties 1 Vehicles 2
38	**Road No A28 Grid 599976E** **Section 163 Ref 143127N**	SLIGHT	29/11/2023	4	13:00	L	Dry	Fine			P/C
	A28 CHART ROAD ROUNDABOUT NEAR J/W CARLTON ROAD, ASHFORD								Ashford		
	Taken from Online Report: V2 pedal cycle was on the roundabout signalling right to go towards Sir Henry Brackenbury Road. They put their hands back on the handlebars and V1 cut across them and drove into them hard. The impact must have damaged their vehicle. As it passed V2 they fell to the ground on their right side. V1 drove off and failed to stop. (exact position on rndbt not confirmed)						Veh1, car, S -> N Veh2, pedal cycle, E -> W				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
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Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
39	**Road No U** **Grid 599959E** **Section 496** **Ref 143140N**	SLIGHT	14/09/2019	7	08:17	L	Dry	Fine			P/C
	CHART RD RNDBT J/W A28 CHART RD, ASHFORD								Ashford		
	D1 entered the rndbt from Chart Rd believing the road was clear. D1 saw V2 at the last moment but could not stop in time, colliding with their rear wheel and causing R2 to fall off V2.						Veh1, car, SW -> N Veh2, pedal cycle, SE -> N			Casualties 1 Vehicles 2	
40	**Road No A28** **Grid 599958E** **Section 496** **Ref 143142N**	SLIGHT	17/08/2023	5	17:05	L	Dry	Fine			P/C
	A28 SIR HENRY BRACKENBURY RD J/W IMPERIUM, ASHFORD, (RE-MAPPED TO DESC).								Ashford		
	OLR: R2 came off the rndbt, heading home towards Screwfix when V1 pulled out of the junction from the Imperium facilities in front of R2, V1 pulled out part way leaving a gap in front, they had nowhere to go as they were trying to cross the road to join the traffic going in the other direction. As there was a gap R2 passed in front of V1 and then they drove into R2. R2 hit the bonnet on the right side and then fell into the road.						Veh1, car, S -> N Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
41	**Road No A28 Grid 599962E** **Section 496 Ref 143144N**	SLIGHT	23/11/2022	4	19:10	DRK STL	Wet/Damp	Fine			P/C
	A28, CHART RD RNDBT J/W CARLTON RD, ASHFORD.								Ashford		
	OLR: R2 was coming down Carlton rd with lights both front and rear and slowed as approached the rndbt, went across towards Sir Henry Brackenberry Rd. As went around the rndbt, V1 approached the rndbt from along Chart rd from the Great Chart direction. V1 was in the right-hand lane as they approached the rndbt was coming at a high speed. V1 did not slow down but maintained speed and hit the back of bicycle. V1 did not slow down but carried on driving and went up Templer way. V1 did not stop but hit V2. As R2 was hit, bike swung around as V1 hit the back of bike and R2 came off.						Veh1, car, SW -> N Veh2, pedal cycle, SE -> NW				Casualties 1 Vehicles 2
42	**Road No A28 Grid 599990E** **Section 496 Ref 143167N**	SLIGHT	27/09/2019	6	14:00	L	Dry	Fine			M/C
	A28, CHART RD ROUNDABOUT J/W TEMPLER WAY, ASHFORD.								Ashford		
	V2 was on on the outside lane coming from Sir Henry Brackenbury Rd, as they were going around the roundabout V1 cut them off, not looking where they were going, coming from Templer Way and hit them.						Veh1, car, N -> NE Veh2, m/cycle <= 50cc, NW -> E				Casualties 1 Vehicles 2
43	**Road No A28 Grid 599994E** **Section 497 Ref 143207N**	SLIGHT	26/07/2021	2	14:40	L	Wet/Damp	Fine			P/C
	A28, TEMPLER WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	R1/cyclist failed to look as went to cross over the road at a crossing. V2 was travelling along the road, lights were on green for traffic to continue to flow and R1 has gone straight onto the road without looking, straight into path of V2. V2 did not have any chance of avoiding the collision. (R1 died on 05/11/2021)						Veh1, pedal cycle, W -> E Veh2, car, S -> N				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
44	**Road No A28 Grid 599977E** **Section 497 Ref 143468N**	SLIGHT	28/10/2022	6	09:15	L	Dry	Fine			GV
	A28 TEMPLER WAY TRAFFIC LIGHTS NEAR J/W REPTON AVENUE, ASHFORD								Ashford		
	FROM OLR: V2 was stationary at a red light by waitrose, when they heard the screeching of brakes and smoke from V1's tyres. V1 collided into V2						Veh1, goods < 3.5t, S -> N Veh2, car, S -> W				Casualties 1 Vehicles 2
45	**Road No A28 Grid 599989E** **Section 497 Ref 143485N**	SERIOUS	26/11/2019	3	06:57	L	Wet/Damp	Rain		R.TURN	M/C
	A28, TEMPLER WAY J/W REPTON AVE, ASHFORD.								Ashford		
	V2 was travelling down Templer Way towards Chart Rd on A28 in lane 2. V2 went through green traffic light. V1 came through red traffic light from Repton Ave onto Templer Way, turning right. V1/motorcycle has collided with V2 at the traffic light junction on Templer Way. V2 has slammed brakes on and R1 has come off motorcycle, sustaining injuries, D2 has no injuries.						Veh1, m/cycle <= 50cc, W -> S Veh2, car, NE -> S				Casualties 1 Vehicles 2
46	**Road No A28 Grid 600004E** **Section 497 Ref 143524N**	SLIGHT	19/01/2023	5	14:06	L	Dry	Fine			
	A28, TEMPLER WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 and V2 travelling along Templar Way V2 stopped at traffic lights for Repton Ave. V1 collided with rear of V2 as drivers knee was locked up. D1 taken to WHH to be checked over. Section 170 complied with.						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
47	**Road No A292 Grid 600144E** **Section 001 Ref 143563N**	SLIGHT	09/11/2022	4	18:46	DRK STL	Dry	Fine			
	A292, MAIDSTONE RD SOUTH OF SIMONE WEIL RNDBT, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 has failed to look correctly and failed to slow/stop and struck V2 in the rear at low speed. 170 exchanged and vehicles dealt with by own recovery. D1 inexperienced who hasn't looked correctly.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
48	**Road No A28 Grid 600122E** **Section 001 Ref 143595N**	SLIGHT	18/06/2019	3	19:00	L	Dry	Fine			M/C
	A28 SIMONE WEIL RNDBT J/W A28 TEMPLER WAY, ASHFORD								Ashford		
	V2 WAS APPROACHING THE 2ND EXIT OF THE RNDBT IN THE NEARSIDE LANE WHEN V1, WHICH WAS IN THE OFFSIDE LANE, COLLIDED WITH THE OFFSIDE OF V2, MAKING CONTACT WITH R2'S RIGHT FOOT. D1 STOPPED BRIEFLY TO ASK IF R2 WAS OK BEFORE DRIVING OFF. MINIMAL DETAILS FOR V1.						Veh1, car, NE -> W Veh2, m/cycle 125 - 500cc, NE -> W			Casualties 1 Vehicles 2	
49	**Road No A28 Grid 600066E** **Section 001 Ref 143605N**	SLIGHT	19/10/2019	7	10:01	L	Dry	Fine			GV
	A28 TEMPLER WAY J/W A28 SIMONE WEIL RNDBT, ASHFORD								Ashford		
	V2 was travelling northeast on Templer Way and came to a stop at a set of traffic lights when V1 collided with its rear.						Veh1, goods < 3.5t, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
50	**Road No A28 Grid 600170E** **Section 001 Ref 143625N**	SLIGHT	14/08/2019	4	13:15	L	Wet/Damp	Rain			HGV
	A28 SIMONE WEIL RNDBT J/W A28 SIMONE WEIL AVE, ASHFORD								Ashford		
	V1 and V2 were travelling southwest towards the rndbt. V2 was in lane 2 and V1 moved into lane 1, trying to move forward from the traffic lights onto Maidstone Rd. V2 moved off from the lights towards Templer Way and at some point V1 moved into the path of V2, causing a collision between V1's front offside door and V2's front nearside wheel and scraping each other's sides before coming to a stop.						Veh1, car, NE -> SW Veh2, goods > 7.5t, NE -> SW				Casualties 3 Vehicles 2
51	**Road No A28 Grid 600239E** **Section 001 Ref 143633N**	SLIGHT	17/05/2022	3	10:00	L	Dry	Fine			
	A28, SIMONE WEIL AVE, ASHFORD (MAPPED TO COORDS)								Ashford		
	V2 was stationary at red traffic lights. V1 came at speed into the back of V2, D1 said they were swerving to avoid something in the road but there was nothing in the road. D1 gave their insurance details and left swiftly before D2 got any photos. V1 age not given.						Veh1, car, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2
52	**Road No A28 Grid 600092E** **Section 001 Ref 143647N**	SLIGHT	29/10/2022	7	15:50	L	Dry	Fine		O/TAKE	
	A28 SIMONE WEIL ROUNDABOUT J/W A20 MAIDSTONE ROAD, ASHFORD								Ashford		
	FROM OLR: 3 lanes on the roundabout, 1st and 2nd go towards A20, 3rd goes onto M20. V1 was in 3rd lane V2 was in 2nd lane heading towards A20. V1 drove into the side of V2 from being in the wrong lane. V1 is claiming they aren't at fault. (Postcode for D1 not known)						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 2 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
53	**Road No A20 Grid 600085E** **Section 373 Ref 143647N**	SLIGHT	04/11/2020	4	22:00	DRK STL	Dry	Fine			HGV
	A20 SIMONE WEIL RNDBT J/W A20 MAIDSTONE RD, ASHFORD								Ashford		
	V2 was travelling around the rndbt to join Maidstone Rd in lane 2 when V1 changed their direction of travel from lane 1, colliding with the rear nearside of V2. V1 failed to stop at the scene.						Veh1, goods > 7.5t, S -> NE Veh2, car, S -> NW				Casualties 1 Vehicles 2
54	**Road No A20 Grid 600102E** **Section 373 Ref 143669N**	SLIGHT	14/05/2020	5	16:00	L	Dry	Fine			HGV
	A20, SIMONE WEIL/DROVERS RNDBT J/W A28 TEMPLER WAY, ASHFORD.								Ashford		
	D2 driving in lane 3 of the rndbt heading towards John Lewis and V2/lorry in lane 2 turned and hit the rear wheel axle and body of their car.						Veh1, goods > 7.5t, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
55	**Road No A28 Grid 600193E** **Section 001 Ref 143669N**	SLIGHT	24/04/2023	2	08:48	L	Dry	Fine			
	A28, SIMONE WEIL AVE J/W SIMONE WEIL RNDBT, ASHFORD.								Ashford		
	BOTH VEHS INVOLVED IN THE RTC WERE INTENT ON TAKING THE SAME EXIT FROM TWO DIFFERENT LANES THAT ALLOW THEM TO DO SO. D1 ON THE LEFT LANE MADE THE ASSUMPTION THAT D2 IN THE MIDDLE LANE NEXT TO THEM WAS GOING TO CONTINUE AROUND THE RNDBT. SO D1 TOOK THE EXIT AT A HIGH SPEED AND ULTIMATLEY COLLIDED WHEN D2 ENDED UP TAKING THE SAME EXIT.						Veh1, car, SW -> E Veh2, car, SW -> E				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
56	**Road No A20 Grid 600136E** **Section 373 Ref 143694N**	SLIGHT	13/08/2020	5	20:35	L	Dry	Fine		S.VEH	
	A20 SIMONE WEIL RNDBT J/W A20 FOUGERES WAY, ASHFORD								Ashford		
	V1 has lost control on a roundabout mounting the kerb and knocking a lamppost over.						Veh1, car, SW -> NE			Casualties 2 Vehicles 1	
57	**Road No A20 Grid 600144E** **Section 643 Ref 143696N**	SLIGHT	28/06/2023	4	12:23	L	Dry	Fine		S.VEH	
	A20 FOUGERES WAY AT J/W A28 SIMONE WEIL ROUNDABOUT, ASHFORD (LEFT AT GRID REF GIVEN, PRESUMABLY WHERE LOST CONTROL)								Ashford		
	V1 WAS TRAVELLING IN THE DIRECTION OF THE M20 FROM THE DROVERS ROUNDABOUT HEADING NORTH EAST. AS V1 JOINED ONTO FOUGERES WAY ASHFORD IT LOST CONTROL AND HIT THE NEARIDE KERB MOUNTING THE WALKWAY AND THEN PLUMMETED INTO THE VERGE DROPPING 10 METRES LANDING ON IT'S OFFSIDE SIDE HITTING FOLIAGE AND SMALL TREES AS IT FELL. (POSTCODE FOR C3 NOT KNOWN)						Veh1, car, SW -> NE			Casualties 4 Vehicles 1	
58	**Road No A20 Grid 600185E** **Section 643 Ref 143696N**	SLIGHT	07/11/2021	1	16:53	DRK STL	Dry	Fine		+VE	
	A20 FOUGERES WAY J/W A28 SIMONE WEIL RNDBT, ASHFORD								Ashford		
	V2 was travelling southwest on Fougeres Way and came to a stop at the traffic lights when they were struck from behind by V1.						Veh1, car, NE -> S Veh2, car, NE -> S			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
59	**Road No A20 Grid 600094E** **Section 373 Ref 143704N**	SLIGHT	09/11/2020	2	17:30	DRK STU	Wet/Damp	Fine			
	A20 MAIDSTONE RD RNDBT J/W A20 FOUGERES WAY, ASHFORD								Ashford		
	V2 was travelling southeast on Maidstone Rd and came to a stop at a red traffic light at the rndbt when they were struck from behind by V1.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
60	**Road No A20 Grid 600208E** **Section 643 Ref 143722N**	SLIGHT	23/10/2019	4	09:35	L	Wet/Damp	Fine			GV
	A20, FOUGERES WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V2 was stationary at traffic lights. V1 has not stopped and collided with V2.						Veh1, goods < 3.5t, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2
61	**Road No A20 Grid 600212E** **Section 643 Ref 143727N**	SLIGHT	30/04/2019	3	18:10	L	Dry	Fine			
	A20 FOUGERES WAY, ASHFORD (MAPPED TO COORDS)								Ashford		
	V1 AND V2 WERE TRAVELLING SOUTHWEST ON FOUGERES WAY TOWARDS THE DROVERS ROUNDABOUT. V2 WAS SLOWING TO ENTER THE RNDBT WHEN V1 APPROACHED FROM THE REAR AND APPEARED NOT TO SEE SLOWING TRAFFIC, BEFORE COLLIDING WITH THE REAR OF V2.						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
62	**Road No A20 Grid 600184E** **Section 643 Ref 143732N**	SLIGHT	08/09/2023	6	17:01	L	Dry	Fine		S.VEH	M/C
	A20, FOUGERES WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	R1 was in wrong lane and came into another lane avoiding another unknown vehicle. R1 hit the kerb and fell off bike. R1 not wearing any gloves and sustained injuries.						Veh1, m/cycle > 500cc, SW -> NE				Casualties 1 Vehicles 1
63	**Road No A20 Grid 600051E** **Section 372 Ref 143735N**	SLIGHT	19/01/2020	1	16:00	L	Dry	Fine			
	A20 MAIDSTONE RD, ASHFORD (MAPPED TO COORDS)								Ashford		
	V2 was travelling southeast on Maidstone Rd and was stationary in traffic when V1 collided with its rear.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
64	**Road No A20 Grid 600046E** **Section 372 Ref 143736N**	SLIGHT	17/01/2023	3	17:00	DRK STL	Dry	Fine		O/TAKE	
	A20, MAIDSTONE RD, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 and V2 have approached a rndbt on A20 with junction of Orchard Heights side by side with V2 on offside and V1 nearside. V1 has come close to V2 and V2 beeped horn for prolonged period. V1 then left rndbt ahead of V2, both in lane 2 of A20. V2 undertakes V1 in lane 1 and then joins lane 2 ahead of V1 and slows down on approach to Drovers rndbt. V1 collides to rear of V2. V1 then rams V2 twice more and pushes V2 towards ATS at junction of A20 and Drovers rndbt.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
65	**Road No A20 Grid 600200E** **Section 643 Ref 143749N**	SLIGHT	26/04/2019	6	12:12	L	Dry	Fine			
	A20, FOUGERES WAY, NEAR J/W UNCLASSIFIED RD, ASHFORD.								Ashford		

D2 was driving along Fougeres Way (A20) in the direction of the JCT 9 M20, lane one, and could see the traffic lights were changing to red so slowed and stopped behind a number of vehicles. Traffic was stationary for a normal period of time before the traffic lights changed to green. However, all the traffic in lane one remained stationary, while traffic in lanes 2 and 3 moved forwards as normal. A few seconds passed, then D2 could hear one or more vehicles beeping their car horns in front. The vehicles in front then started to move forward slowly. D2 drove forward for about 20 metres at very slow speed, still in 1st gear. Then the traffic in front of them slowed, coming to a slow stop. D2 slowed & was then immediately hit in the rear end by the car behind. The sheer force of the impact pushed V2 violently forwards a few metres. D2 immediately felt pain in lower back and neck. Both vehs then pulled over, D1 stated they wanted to pay for the damage directly and not involve car insurance, stating they pay too much already. D2 replied by saying it would be better via the insurance companies as there could be structural damage underneath. However, D1 kept insisting about paying a garage to repair their car. D2 asked to see D1's DVLA photo car driving licence for proof, which they did and then details were exchanged.

Veh1, car, SW -> NE
Veh2, car, SW -> NE

Casualties 1
Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
66	**Road No A20 Grid 600237E** **Section 643 Ref 143750N**	SLIGHT	10/09/2021	6	08:00	L	Dry	Fine			GV
	A20, FOUGERES WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 and V2 were travelling on roundabout from A292 in direction of A20, Maidstone Rd. V1/van was in the left lane whilst V2 was on the immediate right lane to V1. V1 put its signal on indicating right. V1 then turned, hitting V2, causing it to mount the kerb and flip twice.						Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
67	**Road No A20 Grid 600209E** **Section 643 Ref 143755N**	SERIOUS	11/03/2023	7	23:47	DRK STL	Wet/Damp	Rain		S.VEH +VE	
	A20, FOUGERES WAY, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 hit traffic light, and mounted the kerb.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1
68	**Road No A20 Grid 600216E** **Section 643 Ref 143758N**	SLIGHT	20/05/2023	7	16:50	L	Dry	Fine			
	A20, FOUGERES WAY J/W THE RANGE ENTRANCE RD, ASHFORD (MAPPED TO DESC.)								Ashford		
	V1 and V2 are both travelling on Fougeres way towards M20. V1 is behind V2 in lane 2, approaching the traffic lights. The traffic lights are located at the junction which connects The Range to the A20 Fougeres way. V2 had began to slow down as the lights have started to turn red, V1 has not slowed down in time and has collided with the rear of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford

Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
69	**Road No M20 Grid 601025E** **Section 087 Ref 143840N**	SLIGHT	31/07/2023	2	13:00	L	Dry	Fine			
	M20 J9 TO J10 ON SLIP, ASHFORD								Ashford		
	V2 main carriageway lane 1 of 3. All other vehicles involved on slip road to join main carriageway. V2 appears unable to move from lane 1 to 2. V3 on slip has therefore given way to V2. Other unknown vehicles behind have had to slow (V4 &V5) and also V6. V1 has not noted vehicles slowing heavily and has hit V6.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE Veh4, car, NW -> SE Veh5, car, NW -> SE Veh6, car, NW -> SE				Casualties 3 Vehicles 6
70	**Road No M20 Grid 600948E** **Section 087 Ref 143842N**	SERIOUS	22/04/2019	2	17:11	L	Dry	Fine			
	M20 OFF SLIP, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V2 WAS TRAVELLING IN LANE 2 OR 3 AND SLOWED AS TRAFFIC BECAME CONGESTED AS ROAD NARROWED FROM 3 - 2 LANES AT START OF ROADWORKS. V1 WAS TRAVELLING IN LANE 2 OF 3 AND FAILED TO OBSERVE THE REDUCTION OF SPEED OF THE VEHICLES AHEAD AND DROVE INTO THE REAR OF V2 WHILST IN CRUISE CONTROL.						Veh1, car, SE -> NW Veh2, car, SE -> NW				Casualties 3 Vehicles 2
71	**Road No A20 Grid 600403E** **Section 644 Ref 143894N**	SLIGHT	27/05/2023	7	10:03	L	Dry	Fine			
	A20, DROVERS RNDBT J/W M20 J9 FROM J8 OFF SLIP, ASHFORD								Ashford		
	OLR: V2 was driving on the Drovers rndbt heading towards the M20, was in the middle lane of 3 signed for M20 approaching a set of traffic lights which were on red. V2 came to a halt and as they went to put the handbrake on, they heard a bang at the rear. V2 was catapulted forwards about 5 or 6 feet.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
72	**Road No A20 Grid 600651E** **Section 645 Ref 143994N**	SLIGHT	03/10/2020	7	12:10	L	Wet/Damp	Fine			
	A20 JUNCTION 9 RNDBT J/W M20 J9 FROM J10 OFF SLIP, ASHFORD								Ashford		
	V2 was travelling south on the rndbt and came to a stop at the junction with the westbound off slip of the M20 when they were struck from behind by V1 at low speed.						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties 2 Vehicles 2
73	**Road No A20 Grid 600532E** **Section 645 Ref 144006N**	SLIGHT	19/06/2023	2	16:44	L	Dry	Fine		S.VEH	M/C
	A20, J9 J/W FOUGERES WAY, ASHFORD.								Ashford		
	R1 was waiting at the traffic lights to enter the roundabout. R1 accelerated too hard and the front wheel lifted. Has only had the bike licence for one year so isn't an experienced bike rider. Injury to R1. No other vehicle involved.						Veh1, m/cycle > 500cc, SW -> N				Casualties 1 Vehicles 1
74	**Road No A20 Grid 600543E** **Section 645 Ref 144018N**	SERIOUS	25/01/2023	4	16:00	L	Wet/Damp	Fine		S.VEH	M/C
	A20, J9 RNDBT J/W FOUGERES WAY, ASHFORD, (MAPPED TO DESC).								Ashford		
	V1 was navigating roundabout, and drove over a piece of wet wood in the carriageway, causing the tyre to rise.						Veh1, m/cycle 50 - 125cc, SW -> NE				Casualties 1 Vehicles 1
75	**Road No A20 Grid 600675E** **Section 645 Ref 144023N**	SERIOUS	04/01/2020	7	05:39	DRK STL	Wet/Damp	Fine		S.VEH	
	A20 JUNCTION 9 RNDBT J/W M20 J10-J9 OFF SLIP, ASHFORD								Ashford		
	It appears that D1, travelling northwest on the M20, lost control of V1, spun off the motorway and collided with the motorway bridge.						Veh1, car, NE -> SW				Casualties 4 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
76	**Road No A20 Grid 600694E** **Section 001 Ref 144058N**	SLIGHT	01/09/2023	6	11:42	L	Wet/Damp	Fine		S.VEH	GV
	A20, J9, ASHFORD (MAPPED TO COORDS).								Ashford		
	V1 HAS JOINED THE RNDBT FROM NE TO SW FROM THE DIRECTION OF TRINITY RNDBT AT J9. V1 HAS LOST CONTROL ON THE BEND OF THE RNDBT AND COLLIDED WITH THE CONCRETE PILLAR FOR THE MOTORWAY ABOVE CAUSING NO DAMAGE TO THE SUPPORT BUT V1 HAS THEN COME OFF THE SUPPORT AND ENDED FACING THE DIRECTION OF TRAFFIC.						Veh1, goods < 3.5t, NE -> SW				Casualties 1 Vehicles 1
77	**Road No M20 Grid 600520E** **Section 011 Ref 144065N**	SLIGHT	31/07/2019	4	10:30	L	Dry	Fine			
	M20 J9 TO J8 ON SLIP, ASHFORD (RE-MAPPED TO DESC/LOCATION, OLD COORDS: 600362,144236)								Ashford		
	X2 vehicle RTA, X2 minor injuries - both assessed at the scene by paramedics. V2 had broken down on the bend, V1 joined the slip rd and collided with the broken down vehicle. The verge was very overgrown and numerous traffic signs which would obscure the view ahead when joining the slip road.						Veh1, car, SW -> NW Veh2, car, P -> P				Casualties 2 Vehicles 2
78	**Road No A20 Grid 600572E** **Section Ref 144094N**	SLIGHT	02/03/2022	4	00:19	DRK STL	Wet/Damp	Rain		S.VEH +VE	
	A20 J9 RNDBT, ASHFORD (MAPPED TO COORDS)								Ashford		
	V1 was travelling around the rndbt at Junction 9 of the M20 when it lost control and collided with the side of the bridge.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
79	**Road No A20 Grid 600571E** **Section 645 Ref 144095N**	SLIGHT	02/12/2020	4	18:12	DRK STL	Wet/Damp	Rain		S.VEH	
	A20 JUNCTION 9, ASHFORD (MAPPED TO COORDS)								Ashford		
	V1 was travelling around the rndbt when the rear skidded and D1 lost control, spinning, mounting the offside verge, and colliding with the bridge of the M20.						Veh1, car, SE -> NE				Casualties 1 Vehicles 1
80	**Road No A20 Grid 600668E** **Section Ref 144197N**	SLIGHT	20/06/2022	2	17:18	L	Dry	Fine			
	A20, J9 RNDBT J/W TRINITY RD, BOUGHTON ALUP								Ashford		
	OLR: V2 on roundabout from M20 northbound J9, drove round Trinity Road to go to gym. V1 was travelling from M20 southbound. Incident just before turning onto Trinity Rd. No details given for D1.						Veh1, car, NW -> E Veh2, car, SE -> NE				Casualties 1 Vehicles 2
81	**Road No A20 Grid 600728E** **Section 645 Ref 144216N**	SLIGHT	05/03/2023	1	00:29	DRK STL	Dry	Fine		S.VEH	
	A20, J9, ASHFORD, (MAPPED TO DESC.)								Ashford		
	D1 LOST CONTROL OF VEHICLE AND HIT UNDERPASS OF M20 FIRST ON OFFSIDE AND THEN NEARSIDE.						Veh1, car, NE -> SW				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
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PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
82	**Road No A251 Grid 600717E** **Section 001 Ref 144253N**	SLIGHT	20/12/2020	1	11:20	L	Wet/Damp	Rain		S.VEH	
	A251, TRINITY RD, ASHFORD, (MAPPED TO COORDS).								Ashford		
	Copied From OLR: V1 had left the house to go to the garden centre when it suddenly started to rain, as D1 was coming off the roundabout they lost control of the car (might have been aquaplaning as it just spun around for no reason or there must've been oil on the road) it skidded and then hit the barrier several times.						Veh1, car, SW -> N			Casualties 1 Vehicles 1	
83	**Road No A251 Grid 600721E** **Section 001 Ref 144301N**	SLIGHT	16/11/2023	5	11:15	L	Wet/Damp	Rain		S.VEH	
	A251, TRINITY RD, BOUGHTON ALUPH, (MAPPED TO COORDS).								Ashford		
	V1 has exited the J9 rndbt onto Trinity Rd, traversing a left slight bend in lane 1 of 2. D1 has lost control and swerved into the nearside road barrier. After initial impact V2 has then swerved into the opposite side of the carriageway, crossing the grass bank and stopping short of the barrier on the far side of the opposite carriageway.						Veh1, car, SW -> N			Casualties 1 Vehicles 1	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
84	**Road No M20 Grid 600300E** **Section 086 Ref 144370N**	SLIGHT	26/10/2020	2	16:09	L	Dry	Fine			HGV
	M20 J9 FROM J8 OFF SLIP, ASHFORD, (MAPPED TO COORDS).								Ashford		
	Copied From OLR: D2 was driving in the middle lane of M20 near Junction 9 going towards London. There was a European Number plate lorry which was on lane 1 and suddenly the lorry driver changed the lane to the middle lane without any indication and hit V2's left side and pushed it to the third lane. D2 then pulled into the hard shoulder and stopped V1/ lorry also pulled in front of V2. D2 has severe neck pain, back pain and headache. Age missing for V1 Driver, due to all details of V1 Driver are UNKNOWN.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
85	**Road No M20 Grid 600216E** **Section 001 Ref 144389N**	SLIGHT	22/01/2024	2	21:20	DRK NSL	Dry	Fine			GV
	M20, J9 TO J8 ON SLIP, ASHFORD, (MAPPED TO COORDS).								Ashford		
	V1 TRAVELLING ALONG M20 TOWARDS J8 V2 HAS JOINED THE M20 AT J9 GOING TOWARDS J8. V1 HAS GONE INTO THE REAR OF V2.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW				Casualties 2 Vehicles 2
86	**Road No C648 Grid 599877E** **Section 151 Ref 138445N**	SLIGHT	23/02/2024	6	15:44	L	Wet/Damp	Rain			
	C648, ASHFORD RD J/W STEEDS LANE, KINGSNORTH, (MAPPED TO DESC).								Ashford		
	OLR: After driving towards Ashford, V2 became stationary on the road waiting for the car in front to turn right. Whilst stationary, V1 hit V2 from behind pushing it forward. D1 then proceeded to open V2 door and harass D2. D1 was aggressive and threatening towards D2. No details provided for V1.						Veh1, car, S -> N Veh2, car, S -> N				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
87	**Road No C648 Grid 599874E** **Section 151 Ref 138450N**	SLIGHT	06/04/2021	3	12:00	L	Dry	Fine		R.TURN	
	C648, ASHFORD RD J/W C147 MAGPIE HALL RD, KINGSNORTH.								Ashford		
	OLR: D2 was driving back to Faversham, along the Ashford rd. At the crossing, D1 is wanting to turn across V2 to go onto Magpie hall rd, but D2's right of way. As D1 is coming up to the turning, they decide to turn across D2 onto Magpie Hall Rd, then, in shock, D2 slams on the brakes, but it's not in time. V2 front left side hits V1's back left wheel arch.						Veh1, car, N -> W Veh2, car, SW -> NE				Casualties 1 Vehicles 2
88	**Road No U Grid 599869E** **Section 151 Ref 138459N**	SLIGHT	03/01/2021	1	12:56	L	Wet/Damp	Rain			
	MAGPIE HALL RD J/W ASHFORD RD, KINGSNORTH								Ashford		
	V1 was driving on Magpie Hall Rd approaching junction with Ashford Rd. V1 failed to give way at crossroads, did not slow down and collided with V2 who was travelling on Ashford Rd in direction from Hamstreet towards Kingsnorth. Both vehicles sustained front end damage. Both vehicles stopped in field.						Veh1, car, W -> E Veh2, car, S -> N				Casualties 3 Vehicles 2
89	**Road No U Grid 599874E** **Section 151 Ref 138459N**	SLIGHT	03/02/2023	6	19:04	DRK NSL	Dry	Fine		R.TURN	
	STEEDS LANE J/W ASHFORD RD, KINGSNORTH.								Ashford		
	V1 WAS TRAVELLING FROM HAM ST TOWARDS ASHFORD RD WITH FRONT END OF VEHICLE OVER THE GIVE WAY LINE ENCROACHING ONTO LANE AT JUNCTION. WHILST V2 WAS TRAVELLING DOWN MAGPIE HALL RD, V1 PULLED OUT INTO THE LANE WHILE V2 WAS DRIVING CAUSING V2 TO HIT FRONT RIGHT OF V1.						Veh1, car, E -> W Veh2, car, W -> S				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
90	**Road No U Grid 599868E** **Section 151 Ref 138459N**	SLIGHT	07/11/2023	3	10:45	L	Dry	Fine		R.TURN	P/C
	MAGPIE HALL RD J/W ASHFORD RD, KINGSNORTH.								Ashford		
	OLR: R2 was cycling north on Ashford Rd when V1 (pick-up towing a farm trailer) turned right from the oncoming lane, straight in front of R2 into Magpie Hall Rd. R2 had to turn their bike as couldn't stop in time. R2 fell off the bike onto right shoulder and hip, then head (wearing a helmet) hitting part of the trailer. D1 had not seen R2 because the sun was in their eyes.						Veh1, car, NE -> W Veh2, pedal cycle, S -> NE				Casualties 1 Vehicles 2
91	**Road No U Grid 599868E** **Section 151 Ref 138460N**	SLIGHT	06/02/2020	5	10:26	L	Dry	Fine			GV
	MAGPIE HALL RD J/W ASHFORD RD, KINGSNORTH								Ashford		
	V1 was travelling along Magpie Hall Rd from Stubbs Cross towards Ashford Rd. D1 failed to see the crossroads and failed to adhere to the give way road markings, entering the main carriageway of Ashford Rd and colliding with V2, which was travelling on Ashford Rd from Hamstreet. V2 span across the carriageway while V1 crossed the carriageway of Ashford Rd, left the road and rolled twice in a field.						Veh1, car, W -> E Veh2, goods < 3.5t, S -> N				Casualties 4 Vehicles 2
92	**Road No U Grid 599872E** **Section 151 Ref 138460N**	SLIGHT	06/09/2023	4	17:15	L	Dry	Fine		R.TURN	
	ASHFORD RD J/W MAGPIE HALL RD, KINGSNORTH.								Ashford		
	V1 was travelling towards Magpie Hall Rd, turning right when V2 has been travelling the opposite way towards Ashford. V1 has indicated to turn right at which point a collision has occurred.						Veh1, car, N -> W Veh2, car, S -> NE				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
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D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
93	**Road No C648 Grid 599876E** **Section Ref 138461N**	SLIGHT	07/03/2022	2	19:42	DRK NSL	Dry	Fine			
	C648 ASHFORD RD J/W C147 MAGPIE HALL RD, KINGSNORTH								Ashford		
	V2 WAS TRAVELLING SOUTH ON ASHFORD RD WHEN V1 PULLED OUT OF MAGPIE HALL RD AND COLLIDED WITH ITS OFFSIDE.						Veh1, car, W -> E Veh2, car, NE -> S				Casualties 1 Vehicles 2
94	**Road No C648 Grid 599871E** **Section 053 Ref 138462N**	SLIGHT	30/11/2019	7	17:34	DRK NSL	Wet/Damp	Rain			
	C648, ASHFORD RD J/W C147 MAGPIE HALL RD, KINGSNORTH								Ashford		
	V1 WAS TRAVELLING DOWN MAGPIE HALL RD, TOWARDS ASHFORD RD. V1 DID NOT LOOK PROPERLY AT JUNCTION AND DROVE OUT TOWARDS STEEDS LANE. V1 THEN COLLIDED WITH V2.						Veh1, car, W -> E Veh2, car, S -> N				Casualties 1 Vehicles 2
95	**Road No U Grid 599881E** **Section 151 Ref 138462N**	SERIOUS	02/12/2019	2	13:55	L	Dry	Fine			GV
	ASHFORD ROAD J/W MAGPIE HALL ROAD, KINGSNORTH								Ashford		
	V1 approached and entered the main Magpie Hall Road junction and collided with and collided with V2 travelling from its' left. The driver of V1 was ejected from the vehicle and suffered serious head injuries. The occupants of V2 suffered minor injury. (POSTCODE FOR D2/C2/C3 NOT KNOWN)						Veh1, goods < 3.5t, NW -> SE Veh2, car, NE -> S				Casualties 3 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
96	**Road No C648 Grid 599877E** **Section 151 Ref 138463N**	SERIOUS	06/12/2019	6	17:44	L	Wet/Damp	Other			
	C648 ASHFORD RD J/W C147 MAGPIE HALL RD, KINGSNORTH								Ashford		
	V1 was travelling east on Magpie Hall Rd and continued straight across the junction, colliding with the nearside of V2, which was travelling north on Ashford Rd. V2 then collided with V3, which was travelling south.						Veh1, car, W -> E Veh2, car, SE -> NE Veh3, car, NE -> SE				Casualties 3 Vehicles 3
97	**Road No U Grid 599773E** **Section 151 Ref 138467N**	SLIGHT	06/12/2023	4	17:24	DRK NSL	Wet/Damp	Fine	Stand	S.VEH	
	MAGPIE HALL RD, KINGSNORTH (MAPPED TO COORDS).								Ashford		PED
	C1 HAD BEEN TOWING A TRAILER IN A VAN, WHEN THE TRAILER LOST A WHEEL FROM HITTING A POT HOLE. C1 PULLED OVER AND STOPPED TRAFFIC TO REMOVE WHEEL FROM ROAD AND GET TRAILER RECOVERED. WHILST BEING RECOVERED, V1 PUSHED AGGRESSIVELY THROUGH TRAFFIC WHERE IT HAS COLLIDED WITH THE REAR OF C1'S FOOT.						Veh1, car, NW -> E				Casualties 1 Vehicles 1
98	**Road No U Grid 599757E** **Section Ref 138469N**	SLIGHT	13/12/2021	2	16:42	DRK NSL	Wet/Damp	Fine			GV
	MAGPIE HALL RD, KINGSNORTH, (MAPPED TO COORDS).								Ashford		
	V1 was driving at 30mph, came around the corner and did not brake in enough time causing it to collide with V2 who was stationary in queue of traffic.						Veh1, goods < 3.5t, SE -> NW Veh2, goods < 3.5t, SE -> NW				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Aug-2024
13:00:48

A28 & M20 J9, Ashford
Accident Date BETWEEN '01-Apr-2019' AND '31-Mar-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
99	**Road No U** **Grid 599869E** **Section** **Ref 138470N**	SERIOUS	19/03/2022	7	16:27	L	Dry	Fine		R.TURN	M/C
	ASHFORD RD J/W MAGPIE HALL RD, KINGSNORTH								Ashford		
	R1 WAS TRAVELLING ON ASHFORD RD, IT TURNED RIGHT ONTO MAGPIE HALL RD WITHOUT LOOKING, ACROSS THE PATH OF V2 WHO COULD NOT STOP. RTC V1 FAULT.						Veh1, m/cycle 50 - 125cc, N -> W Veh2, car, S -> N				Casualties 2 Vehicles 2
100	**Road No U** **Grid 599730E** **Section 151** **Ref 138471N**	SLIGHT	07/06/2023	4	19:55	DRK STL	Dry	Fine		S.VEH	
	MAGPIE HALL RD, KINGSNORTH, (MAPPED TO COORDS).								Ashford		
	V1 MOVED TO NEARSIDE OF ROAD, OVERCORRECTED AND LOST CONTROL BEFORE SKIDDING INTO OFFSIDE BUSHES AND GATE OF PROPERTY						Veh1, car, W -> E				Casualties 2 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

Appendix ID12 Matalan Roundabout Modelling

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent

Hodson Development Ltd
SLR Project No.: 425.001542.00001

10 September 2024

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: Matalan Roundabout (Existing) v3.0.j10
Path: X:\Projects\220000\226730 - Possingham Farm\Modelling\Modelling in Response to KCC
Report generation date: 03/09/2024 17:53:26

»2023 Observed, AM
»2023 Observed, PM
»2023 Obs + Cttd, AM
»2023 Obs + Cttd, PM
»2023 Obs + Cttd + Dev, AM
»2023 Obs + Cttd + Dev, PM
»2023 Obs + Cttd + Dev (Sens.Test), AM
»2023 Obs + Cttd + Dev (Sens.Test), PM
»2032 Base + Cttd, AM
»2032 Base + Cttd, PM
»2032 Base + Cttd + Dev, AM
»2032 Base + Cttd + Dev, PM
»2032 Base + Cttd + Dev (Sens.Test), AM
»2032 Base + Cttd + Dev (Sens.Test), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2023 Observed					
1 - A28 (NE)	11.0	32.33	0.92	13.7	39.57	0.94
2 - Brookfield Road (SE)	17.8	75.18	0.98	0.5	2.02	0.31
3 - A28 (SW)	10.2	84.54	0.95	0.6	3.70	0.37
4 - Chart Road (NW)	7.6	94.72	0.93	0.2	4.68	0.18
	2023 Obs + Cttd					
1 - A28 (NE)	233.1	518.62	1.16	460.1	1024.09	1.32
2 - Brookfield Road (SE)	259.5	1118.89	1.45	149.9	660.86	1.22
3 - A28 (SW)	429.1	2471.69	1.85	263.1	1307.92	1.47
4 - Chart Road (NW)	91.8	1405.17	1.50	16.5	362.43	1.07
	2023 Obs + Cttd + Dev					
1 - A28 (NE)	250.1	555.78	1.17	529.3	1180.73	1.37
2 - Brookfield Road (SE)	264.0	1139.06	1.48	157.5	684.20	1.24
3 - A28 (SW)	477.4	2721.47	1.93	301.6	1482.32	1.53
4 - Chart Road (NW)	95.8	1495.21	1.53	16.6	362.99	1.07
	2023 Obs + Cttd + Dev (Sens.Test)					
1 - A28 (NE)	258.0	573.16	1.18	542.8	1211.34	1.38
2 - Brookfield Road (SE)	265.8	1147.17	1.49	158.7	687.55	1.25
3 - A28 (SW)	499.3	2833.68	1.97	306.1	1501.53	1.54
4 - Chart Road (NW)	97.4	1534.32	1.54	16.6	362.57	1.07
	2032 Base + Cttd					
1 - A28 (NE)	321.7	711.74	1.23	557.3	1239.99	1.39
2 - Brookfield Road (SE)	301.0	1253.16	1.52	187.0	788.28	1.29
3 - A28 (SW)	473.3	2791.92	1.96	328.9	1721.02	1.62
4 - Chart Road (NW)	115.7	1819.37	1.66	20.4	415.63	1.10
	2032 Base + Cttd + Dev					
1 - A28 (NE)	338.8	749.21	1.24	626.2	1396.67	1.44
2 - Brookfield Road (SE)	304.8	1270.12	1.54	195.6	814.72	1.31
3 - A28 (SW)	522.3	3049.00	2.04	367.6	1895.48	1.68
4 - Chart Road (NW)	119.5	1919.26	1.69	20.5	417.11	1.11
	2032 Base + Cttd + Dev (Sens.Test)					
1 - A28 (NE)	346.8	766.74	1.24	639.8	1427.33	1.45
2 - Brookfield Road (SE)	306.6	1278.02	1.55	196.9	818.48	1.31
3 - A28 (SW)	544.4	3163.20	2.08	372.1	1913.97	1.69
4 - Chart Road (NW)	121.1	1962.78	1.71	20.4	416.31	1.11

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.

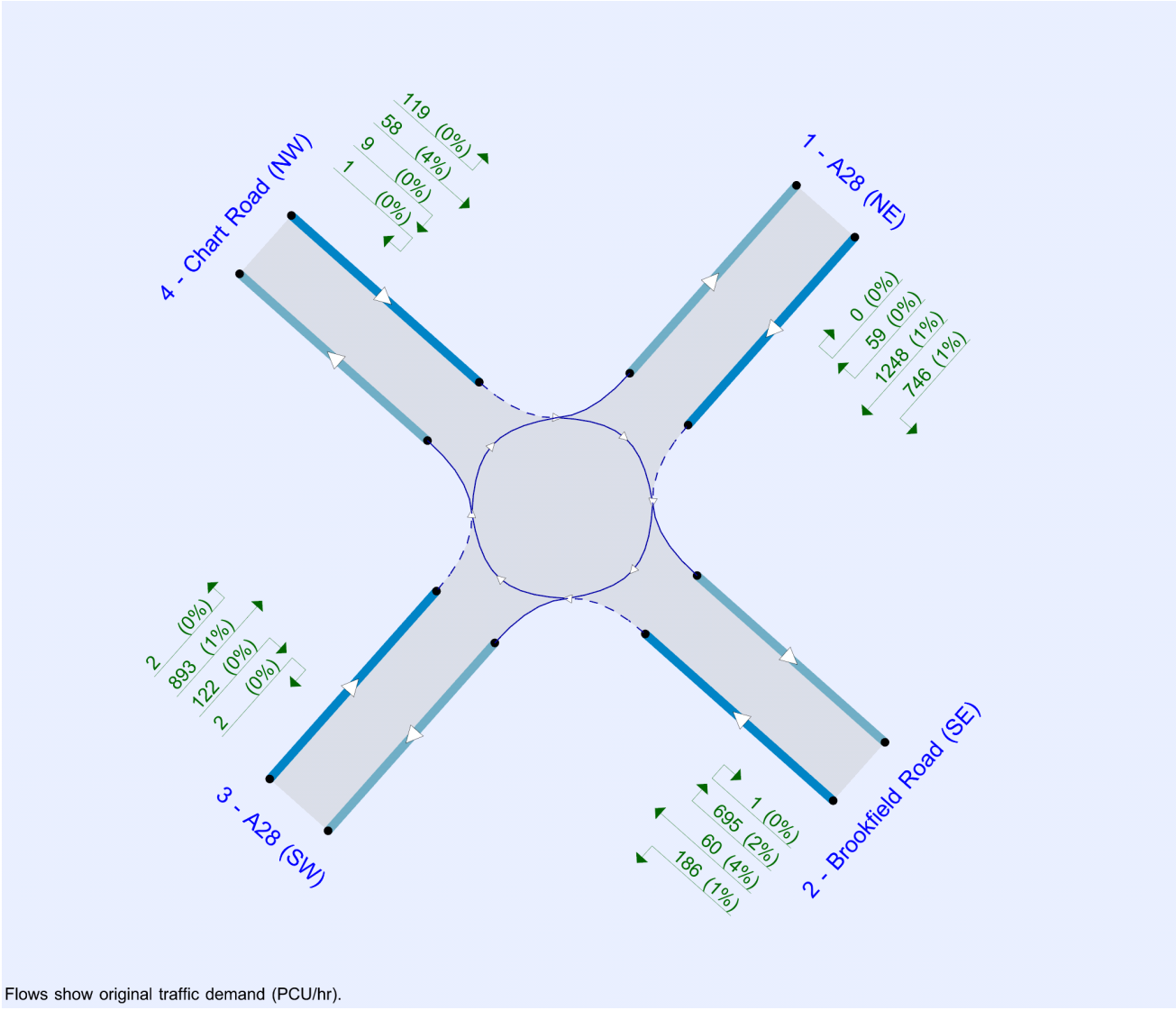
File summary

File Description

Title	Possingham Farm, Ashford
Location	Matalan Roundabout
Site number	
Date	03/09/2024
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	
Enumerator	David Noyce
Description	Observed flows from surveys of Tuesday, 28th March 2023. A28(NE) exit restriction based on observations and is directly related to the A28(SW) entry capacity of the Louden Way signalised juntion.

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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023 Observed	AM	FLAT	08:00	09:00	60	15	✓		
D2	2023 Observed	PM	FLAT	16:30	17:30	60	15	✓		
D3	: Committed	AM	FLAT	08:00	09:00	60	15			
D4	: Committed	PM	FLAT	16:30	17:30	60	15			
D5	: Dev	AM	FLAT	08:00	09:00	60	15			
D6	: Dev	PM	FLAT	16:30	17:30	60	15			
D7	: Dev (Sensitivity Test)	AM	FLAT	08:00	09:00	60	15			
D8	: Dev (Sensitivity Test)	PM	FLAT	16:30	17:30	60	15			
D10	2023 Obs + Cttd	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3
D11	2023 Obs + Cttd	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4
D12	2023 Obs + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D5
D13	2023 Obs + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D6
D14	2023 Obs + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D7
D15	2023 Obs + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D8
D20	2032 Base	AM	FLAT	08:00	09:00	60	15		Simple	D1*1.070
D21	2032 Base	PM	FLAT	16:30	17:30	60	15		Simple	D2*1.073
D22	2032 Base + Cttd	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3
D23	2032 Base + Cttd	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4
D24	2032 Base + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D5
D25	2032 Base + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D6
D26	2032 Base + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D7
D27	2032 Base + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D8

Analysis Set Details

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

2023 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	59.89	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.89	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (NE)		
2	Brookfield Road (SE)		
3	A28 (SW)		
4	Chart Road (NW)		

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 - A28 (NE)	3.25	6.89	10.0	19.0	45.0	28.5		
2 - Brookfield Road (SE)	8.10	10.98	25.7	25.0	45.0	13.0		
3 - A28 (SW)	3.73	10.38	20.8	16.0	45.0	33.5		
4 - Chart Road (NW)	3.50	8.31	10.8	25.0	45.0	23.5		

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/hr)
1 - A28 (NE)	✓		1223
2 - Brookfield Road (SE)			
3 - A28 (SW)			
4 - Chart Road (NW)			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (NE)	0.589	1498
2 - Brookfield Road (SE)	0.963	3310
3 - A28 (SW)	0.694	2074
4 - Chart Road (NW)	0.640	1716

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 period length (min)	Time segment length (min)	Run automatically
D1	2023 Observed	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1290	100.000
2 - Brookfield Road (SE)		FLAT	✓	879	100.000
3 - A28 (SW)		FLAT	✓	460	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	612	637	40
	2 - Brookfield Road (SE)	653	0	201	26
	3 - A28 (SW)	372	81	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	5	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	8	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	0.92	32.33	11.0	D	1290	1290
2 - Brookfield Road (SE)	0.98	75.18	17.8	F	879	879
3 - A28 (SW)	0.95	84.54	10.2	F	460	460
4 - Chart Road (NW)	0.93	94.72	7.6	F	308	308

Main Results for each time segment

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 - A28 (NE)	1290	322	167	1399	0.922	1254	1223	0.0	9.0	22.060	C
2 - Brookfield Road (SE)	879	220	687	1071	0.821	862	734	0.0	4.3	16.662	C
3 - A28 (SW)	460	115	705	635	0.725	450	845	0.0	2.6	19.935	C
4 - Chart Road (NW)	308	77	1090	454	0.679	300	64	0.0	2.0	22.954	C

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 - A28 (NE)	1290	322	168	1399	0.922	1285	1223	9.0	10.2	30.299	D
2 - Brookfield Road (SE)	879	220	703	951	0.925	862	749	4.3	8.7	35.712	E
3 - A28 (SW)	460	115	705	533	0.863	450	860	2.6	5.2	41.612	E
4 - Chart Road (NW)	308	77	1090	371	0.830	301	65	2.0	3.9	47.236	E

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 - A28 (NE)	1290	322	168	1399	0.922	1287	1223	10.2	10.7	31.678	D
2 - Brookfield Road (SE)	879	220	705	911	0.965	861	750	8.7	13.2	55.702	F
3 - A28 (SW)	460	115	705	500	0.920	450	861	5.2	7.7	63.697	F
4 - Chart Road (NW)	308	77	1090	344	0.895	301	65	3.9	5.7	71.630	F

08:45 - 09:00

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 - A28 (NE)	1290	322	168	1399	0.922	1288	1223	10.7	11.0	32.335	D
2 - Brookfield Road (SE)	879	220	705	893	0.984	861	751	13.2	17.8	75.177	F
3 - A28 (SW)	460	115	705	485	0.949	451	862	7.7	10.2	84.540	F
4 - Chart Road (NW)	308	77	1090	332	0.930	301	65	5.7	7.6	94.719	F

2023 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	19.59	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.59	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1319	100.000
2 - Brookfield Road (SE)		FLAT	✓	823	100.000
3 - A28 (SW)		FLAT	✓	584	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	630	633	55
	2 - Brookfield Road (SE)	609	1	157	56
	3 - A28 (SW)	482	98	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	2	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	2	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	0.94	39.57	13.7	E	1319	1319
2 - Brookfield Road (SE)	0.31	2.02	0.5	A	823	823
3 - A28 (SW)	0.37	3.70	0.6	A	584	584
4 - Chart Road (NW)	0.18	4.68	0.2	A	174	174

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 - A28 (NE)	1319	330	163	1402	0.941	1277	1199	0.0	10.4	24.269	C
2 - Brookfield Road (SE)	823	206	678	2658	0.310	821	763	0.0	0.5	1.996	A
3 - A28 (SW)	584	146	719	1575	0.371	582	780	0.0	0.6	3.675	A
4 - Chart Road (NW)	174	44	1189	955	0.182	173	112	0.0	0.2	4.658	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 - A28 (NE)	1319	330	164	1401	0.941	1311	1202	10.4	12.2	35.676	E
2 - Brookfield Road (SE)	823	206	696	2640	0.312	823	780	0.5	0.5	2.018	A
3 - A28 (SW)	584	146	722	1573	0.372	584	796	0.6	0.6	3.700	A
4 - Chart Road (NW)	174	44	1192	952	0.183	174	114	0.2	0.2	4.682	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 - A28 (NE)	1319	330	164	1401	0.941	1315	1202	12.2	13.2	38.231	E
2 - Brookfield Road (SE)	823	206	697	2638	0.312	823	782	0.5	0.5	2.020	A
3 - A28 (SW)	584	146	722	1573	0.372	584	798	0.6	0.6	3.700	A
4 - Chart Road (NW)	174	44	1192	952	0.183	174	114	0.2	0.2	4.682	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 - A28 (NE)	1319	330	164	1401	0.941	1316	1202	13.2	13.7	39.571	E
2 - Brookfield Road (SE)	823	206	698	2638	0.312	823	782	0.5	0.5	2.021	A
3 - A28 (SW)	584	146	722	1573	0.372	584	799	0.6	0.6	3.701	A
4 - Chart Road (NW)	174	44	1192	952	0.183	174	114	0.2	0.2	4.682	A

2023 Obs + Cttd, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1233.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1233.20	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2023 Obs + Cttd	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1661	100.000
2 - Brookfield Road (SE)		FLAT	✓	965	100.000
3 - A28 (SW)		FLAT	✓	1004	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	653	967	40
	2 - Brookfield Road (SE)	739	0	201	26
	3 - A28 (SW)	916	81	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.16	518.62	233.1	F	1661	1661
2 - Brookfield Road (SE)	1.45	1118.89	259.5	F	965	965
3 - A28 (SW)	1.85	2471.69	429.1	F	1004	1004
4 - Chart Road (NW)	1.50	1405.17	91.8	F	308	308

Main Results for each time segment

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 - A28 (NE)	1661	415	114	1431	1.161	1408	1223	0.0	63.2	88.117	F
2 - Brookfield Road (SE)	965	241	874	664	1.454	655	647	0.0	77.5	219.251	F
3 - A28 (SW)	1004	251	553	619	1.622	613	977	0.0	97.9	301.072	F
4 - Chart Road (NW)	308	77	1114	233	1.322	223	52	0.0	21.4	198.194	F

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 - A28 (NE)	1661	415	113	1432	1.160	1430	1223	63.2	120.7	238.243	F
2 - Brookfield Road (SE)	965	241	888	683	1.414	682	655	77.5	148.3	588.522	F
3 - A28 (SW)	1004	251	575	588	1.708	588	995	97.9	202.1	956.570	F
4 - Chart Road (NW)	308	77	1110	226	1.363	225	53	21.4	42.1	546.646	F

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 - A28 (NE)	1661	415	106	1435	1.157	1435	1223	120.7	177.2	379.000	F
2 - Brookfield Road (SE)	965	241	890	731	1.321	731	652	148.3	206.9	868.237	F
3 - A28 (SW)	1004	251	614	558	1.801	558	1007	202.1	313.7	1694.499	F
4 - Chart Road (NW)	308	77	1117	213	1.450	212	54	42.1	66.1	958.129	F

08:45 - 09:00

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 - A28 (NE)	1661	415	103	1437	1.155	1437	1223	177.2	233.1	518.618	F
2 - Brookfield Road (SE)	965	241	890	755	1.279	755	650	206.9	259.5	1118.887	F
3 - A28 (SW)	1004	251	633	543	1.850	543	1012	313.7	429.1	2471.693	F
4 - Chart Road (NW)	308	77	1121	206	1.499	206	55	66.1	91.8	1405.169	F

2023 Obs + Cttd, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	980.32	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	980.32	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 Obs + Cttd	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1879	100.000
2 - Brookfield Road (SE)		FLAT	✓	865	100.000
3 - A28 (SW)		FLAT	✓	920	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	700	1123	55
	2 - Brookfield Road (SE)	651	1	157	56
	3 - A28 (SW)	818	98	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.32	1024.09	460.1	F	1879	1879
2 - Brookfield Road (SE)	1.22	660.86	149.9	F	865	865
3 - A28 (SW)	1.47	1307.92	263.1	F	920	920
4 - Chart Road (NW)	1.07	362.43	16.5	F	174	174

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 - A28 (NE)	1879	470	128	1423	1.321	1410	1223	0.0	117.1	154.329	F
2 - Brookfield Road (SE)	865	216	894	707	1.223	691	645	0.0	43.4	124.250	F
3 - A28 (SW)	920	230	608	698	1.318	687	977	0.0	58.5	164.583	F
4 - Chart Road (NW)	174	44	1206	165	1.054	145	88	0.0	7.3	125.841	F

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 - A28 (NE)	1879	470	130	1421	1.322	1421	1223	117.1	231.4	446.406	F
2 - Brookfield Road (SE)	865	216	901	707	1.223	706	650	43.4	83.1	332.333	F
3 - A28 (SW)	920	230	621	666	1.382	666	986	58.5	122.2	502.748	F
4 - Chart Road (NW)	174	44	1197	163	1.071	156	90	7.3	11.8	253.872	F

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 - A28 (NE)	1879	470	130	1421	1.322	1421	1223	231.4	345.8	735.092	F
2 - Brookfield Road (SE)	865	216	901	720	1.201	720	650	83.1	119.4	510.417	F
3 - A28 (SW)	920	230	632	650	1.416	650	989	122.2	189.7	888.150	F
4 - Chart Road (NW)	174	44	1191	167	1.044	162	91	11.8	14.8	323.768	F

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 - A28 (NE)	1879	470	130	1422	1.322	1422	1223	345.8	460.1	1024.090	F
2 - Brookfield Road (SE)	865	216	902	743	1.164	742	649	119.4	149.9	660.863	F
3 - A28 (SW)	920	230	651	627	1.468	627	994	189.7	263.1	1307.917	F
4 - Chart Road (NW)	174	44	1185	172	1.012	167	92	14.8	16.5	362.428	F

2023 Obs + Cttd + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1340.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1340.70	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 Obs + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1678	100.000
2 - Brookfield Road (SE)		FLAT	✓	967	100.000
3 - A28 (SW)		FLAT	✓	1060	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	653	984	40
	2 - Brookfield Road (SE)	739	0	203	26
	3 - A28 (SW)	965	88	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.17	555.78	250.1	F	1678	1678
2 - Brookfield Road (SE)	1.48	1139.06	264.0	F	967	967
3 - A28 (SW)	1.93	2721.47	477.4	F	1060	1060
4 - Chart Road (NW)	1.53	1495.21	95.8	F	308	308

Main Results for each time segment

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 - A28 (NE)	1678	419	116	1430	1.173	1408	1223	0.0	67.3	93.090	F
2 - Brookfield Road (SE)	967	242	880	655	1.477	647	644	0.0	80.1	228.321	F
3 - A28 (SW)	1060	265	545	630	1.682	624	982	0.0	109.0	328.661	F
4 - Chart Road (NW)	308	77	1119	230	1.339	220	51	0.0	22.1	206.010	F

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 - A28 (NE)	1678	419	113	1431	1.172	1430	1223	67.3	129.1	253.769	F
2 - Brookfield Road (SE)	967	242	893	681	1.420	681	650	80.1	151.8	604.672	F
3 - A28 (SW)	1060	265	572	596	1.780	596	1002	109.0	225.1	1054.449	F
4 - Chart Road (NW)	308	77	1116	221	1.396	220	52	22.1	44.1	580.873	F

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 - A28 (NE)	1678	419	107	1435	1.169	1435	1223	129.1	189.9	405.328	F
2 - Brookfield Road (SE)	967	242	895	731	1.324	731	647	151.8	210.9	886.112	F
3 - A28 (SW)	1060	265	612	563	1.882	563	1013	225.1	349.4	1869.603	F
4 - Chart Road (NW)	308	77	1122	208	1.478	208	54	44.1	69.1	1021.147	F

08:45 - 09:00

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 - A28 (NE)	1678	419	104	1437	1.168	1437	1223	189.9	250.1	555.782	F
2 - Brookfield Road (SE)	967	242	895	755	1.281	755	645	210.9	264.0	1139.055	F
3 - A28 (SW)	1060	265	631	548	1.933	548	1019	349.4	477.4	2721.471	F
4 - Chart Road (NW)	308	77	1125	202	1.529	202	54	69.1	95.8	1495.210	F

2023 Obs + Cttd + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1108.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1108.54	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2023 Obs + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1944	100.000
2 - Brookfield Road (SE)		FLAT	✓	880	100.000
3 - A28 (SW)		FLAT	✓	970	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	700	1188	55
	2 - Brookfield Road (SE)	651	1	172	56
	3 - A28 (SW)	853	113	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.37	1180.73	529.3	F	1944	1944
2 - Brookfield Road (SE)	1.24	684.20	157.5	F	880	880
3 - A28 (SW)	1.53	1482.32	301.6	F	970	970
4 - Chart Road (NW)	1.07	362.99	16.6	F	174	174

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 - A28 (NE)	1944	486	136	1418	1.371	1407	1223	0.0	134.2	176.159	F
2 - Brookfield Road (SE)	880	220	909	707	1.244	692	634	0.0	46.9	132.372	F
3 - A28 (SW)	970	243	598	715	1.358	704	1003	0.0	66.6	181.514	F
4 - Chart Road (NW)	174	44	1215	163	1.065	144	86	0.0	7.5	129.440	F

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 - A28 (NE)	1944	486	138	1417	1.372	1417	1223	134.2	265.9	513.130	F
2 - Brookfield Road (SE)	880	220	916	713	1.233	713	639	46.9	88.6	351.169	F
3 - A28 (SW)	970	243	615	678	1.431	678	1014	66.6	139.8	563.467	F
4 - Chart Road (NW)	174	44	1205	162	1.073	156	88	7.5	12.0	259.370	F

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 - A28 (NE)	1944	486	138	1417	1.372	1417	1223	265.9	397.7	846.913	F
2 - Brookfield Road (SE)	880	220	916	729	1.207	728	638	88.6	126.5	533.814	F
3 - A28 (SW)	970	243	627	660	1.470	660	1017	139.8	217.4	1004.491	F
4 - Chart Road (NW)	174	44	1199	167	1.041	162	89	12.0	14.9	326.799	F

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 - A28 (NE)	1944	486	137	1417	1.371	1417	1223	397.7	529.3	1180.731	F
2 - Brookfield Road (SE)	880	220	917	756	1.164	756	637	126.5	157.5	684.202	F
3 - A28 (SW)	970	243	649	633	1.532	633	1023	217.4	301.6	1482.316	F
4 - Chart Road (NW)	174	44	1192	173	1.009	168	91	14.9	16.6	362.989	F

2023 Obs + Cttd + Dev (Sens.Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1389.87	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1389.87	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2023 Obs + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1686	100.000
2 - Brookfield Road (SE)		FLAT	✓	968	100.000
3 - A28 (SW)		FLAT	✓	1085	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	653	992	40
	2 - Brookfield Road (SE)	739	0	204	26
	3 - A28 (SW)	987	91	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	4	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.18	573.16	258.0	F	1686	1686
2 - Brookfield Road (SE)	1.49	1147.17	265.8	F	968	968
3 - A28 (SW)	1.97	2833.68	499.3	F	1085	1085
4 - Chart Road (NW)	1.54	1534.32	97.4	F	308	308

Main Results for each time segment

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 - A28 (NE)	1686	421	116	1429	1.179	1408	1223	0.0	69.3	95.424	F
2 - Brookfield Road (SE)	968	242	883	652	1.486	643	642	0.0	81.2	232.048	F
3 - A28 (SW)	1085	271	542	635	1.710	629	984	0.0	114.1	341.497	F
4 - Chart Road (NW)	308	77	1120	229	1.346	219	51	0.0	22.3	209.309	F

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 - A28 (NE)	1686	421	113	1431	1.178	1430	1223	69.3	133.0	261.043	F
2 - Brookfield Road (SE)	968	242	896	681	1.421	681	648	81.2	153.0	610.494	F
3 - A28 (SW)	1085	271	572	598	1.815	598	1005	114.1	235.9	1100.297	F
4 - Chart Road (NW)	308	77	1118	219	1.408	218	52	22.3	44.8	594.402	F

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 - A28 (NE)	1686	421	107	1435	1.175	1434	1223	133.0	195.8	417.650	F
2 - Brookfield Road (SE)	968	242	897	731	1.325	731	644	153.0	212.5	892.938	F
3 - A28 (SW)	1085	271	611	566	1.918	566	1017	235.9	365.7	1949.182	F
4 - Chart Road (NW)	308	77	1124	207	1.492	206	54	44.8	70.3	1047.614	F

08:45 - 09:00

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 - A28 (NE)	1686	421	104	1437	1.173	1437	1223	195.8	258.0	573.163	F
2 - Brookfield Road (SE)	968	242	898	755	1.283	755	643	212.5	265.8	1147.169	F
3 - A28 (SW)	1085	271	630	551	1.970	551	1022	365.7	499.3	2833.676	F
4 - Chart Road (NW)	308	77	1127	200	1.543	200	54	70.3	97.4	1534.316	F

2023 Obs + Cttd + Dev (Sens.Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1129.45	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1129.45	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2023 Obs + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1957	100.000
2 - Brookfield Road (SE)		FLAT	✓	883	100.000
3 - A28 (SW)		FLAT	✓	976	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	700	1201	55
	2 - Brookfield Road (SE)	651	1	175	56
	3 - A28 (SW)	857	115	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.38	1211.34	542.8	F	1957	1957
2 - Brookfield Road (SE)	1.25	687.55	158.7	F	883	883
3 - A28 (SW)	1.54	1501.53	306.1	F	976	976
4 - Chart Road (NW)	1.07	362.57	16.6	F	174	174

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 - A28 (NE)	1957	489	138	1417	1.381	1407	1223	0.0	137.5	180.436	F
2 - Brookfield Road (SE)	883	221	912	708	1.247	693	632	0.0	47.4	133.346	F
3 - A28 (SW)	976	244	596	717	1.363	706	1009	0.0	67.6	183.387	F
4 - Chart Road (NW)	174	44	1217	163	1.066	144	86	0.0	7.5	129.759	F

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 - A28 (NE)	1957	489	139	1416	1.382	1416	1223	137.5	272.7	526.190	F
2 - Brookfield Road (SE)	883	221	919	715	1.235	714	636	47.4	89.6	354.021	F
3 - A28 (SW)	976	244	613	680	1.436	680	1019	67.6	141.7	569.807	F
4 - Chart Road (NW)	174	44	1206	162	1.072	156	88	7.5	12.0	259.528	F

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 - A28 (NE)	1957	489	139	1416	1.382	1416	1223	272.7	407.9	868.764	F
2 - Brookfield Road (SE)	883	221	919	731	1.207	731	636	89.6	127.6	537.076	F
3 - A28 (SW)	976	244	627	661	1.477	661	1023	141.7	220.6	1017.301	F
4 - Chart Road (NW)	174	44	1199	167	1.041	162	89	12.0	14.9	326.574	F

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 - A28 (NE)	1957	489	138	1417	1.381	1417	1223	407.9	542.8	1211.341	F
2 - Brookfield Road (SE)	883	221	920	758	1.164	758	635	127.6	158.7	687.549	F
3 - A28 (SW)	976	244	649	634	1.539	634	1029	220.6	306.1	1501.527	F
4 - Chart Road (NW)	174	44	1193	173	1.008	168	90	14.9	16.6	362.570	F

2032 Base + Cttd, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1454.39	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1454.39	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2032 Base + Cttd	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1751	100.000
2 - Brookfield Road (SE)		FLAT	✓	1027	100.000
3 - A28 (SW)		FLAT	✓	1037	100.000
4 - Chart Road (NW)		FLAT	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	696	1012	43
	2 - Brookfield Road (SE)	785	0	215	27
	3 - A28 (SW)	942	87	9	0
	4 - Chart Road (NW)	241	66	22	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.23	711.74	321.7	F	1751	1751
2 - Brookfield Road (SE)	1.52	1253.16	301.0	F	1027	1027
3 - A28 (SW)	1.96	2791.92	473.3	F	1037	1037
4 - Chart Road (NW)	1.66	1819.37	115.7	F	330	330

Main Results for each time segment

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 - A28 (NE)	1751	438	117	1429	1.225	1412	1223	0.0	84.7	114.074	F
2 - Brookfield Road (SE)	1027	257	872	675	1.522	667	657	0.0	90.0	246.533	F
3 - A28 (SW)	1037	259	562	607	1.709	601	976	0.0	108.9	340.853	F
4 - Chart Road (NW)	330	82	1111	238	1.384	229	53	0.0	25.2	224.607	F

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 - A28 (NE)	1751	438	112	1432	1.223	1431	1223	84.7	164.5	319.205	F
2 - Brookfield Road (SE)	1027	257	882	706	1.455	705	661	90.0	170.3	654.687	F
3 - A28 (SW)	1037	259	593	576	1.801	576	995	108.9	224.2	1086.476	F
4 - Chart Road (NW)	330	82	1115	221	1.494	220	54	25.2	52.6	678.552	F

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 - A28 (NE)	1751	438	106	1435	1.220	1435	1223	164.5	243.4	516.112	F
2 - Brookfield Road (SE)	1027	257	884	752	1.366	751	658	170.3	239.2	968.343	F
3 - A28 (SW)	1037	259	630	547	1.896	547	1006	224.2	346.7	1918.616	F
4 - Chart Road (NW)	330	82	1121	208	1.584	208	55	52.6	83.0	1209.766	F

08:45 - 09:00

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 - A28 (NE)	1751	438	102	1438	1.218	1438	1223	243.4	321.7	711.739	F
2 - Brookfield Road (SE)	1027	257	884	780	1.317	780	655	239.2	301.0	1253.156	F
3 - A28 (SW)	1037	259	652	530	1.955	530	1012	346.7	473.3	2791.925	F
4 - Chart Road (NW)	330	82	1126	199	1.657	199	56	83.0	115.7	1819.372	F

2032 Base + Cttd, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1213.22	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1213.22	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2032 Base + Cttd	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1975	100.000
2 - Brookfield Road (SE)		FLAT	✓	925	100.000
3 - A28 (SW)		FLAT	✓	963	100.000
4 - Chart Road (NW)		FLAT	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	746	1170	59
	2 - Brookfield Road (SE)	695	1	168	60
	3 - A28 (SW)	854	105	2	2
	4 - Chart Road (NW)	119	58	9	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.39	1239.99	557.3	F	1975	1975
2 - Brookfield Road (SE)	1.29	788.28	187.0	F	925	925
3 - A28 (SW)	1.62	1721.02	328.9	F	963	963
4 - Chart Road (NW)	1.10	415.63	20.4	F	187	187

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 - A28 (NE)	1975	494	131	1421	1.390	1411	1223	0.0	141.1	184.354	F
2 - Brookfield Road (SE)	925	231	887	717	1.291	704	655	0.0	55.3	150.686	F
3 - A28 (SW)	963	241	619	683	1.410	674	972	0.0	72.4	204.978	F
4 - Chart Road (NW)	187	47	1202	169	1.103	152	90	0.0	8.8	138.028	F

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 - A28 (NE)	1975	494	133	1420	1.391	1420	1223	141.1	279.9	538.364	F
2 - Brookfield Road (SE)	925	231	893	725	1.275	725	659	55.3	105.3	405.281	F
3 - A28 (SW)	963	241	637	646	1.490	646	981	72.4	151.6	643.472	F
4 - Chart Road (NW)	187	47	1191	170	1.099	165	92	8.8	14.2	283.159	F

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 - A28 (NE)	1975	494	133	1420	1.391	1420	1223	279.9	418.7	889.265	F
2 - Brookfield Road (SE)	925	231	893	746	1.240	746	659	105.3	150.0	614.732	F
3 - A28 (SW)	963	241	654	623	1.546	623	986	151.6	236.7	1162.928	F
4 - Chart Road (NW)	187	47	1183	176	1.058	173	93	14.2	17.7	360.688	F

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 - A28 (NE)	1975	494	131	1421	1.390	1421	1223	418.7	557.3	1239.985	F
2 - Brookfield Road (SE)	925	231	894	777	1.190	777	657	150.0	187.0	788.283	F
3 - A28 (SW)	963	241	679	594	1.621	594	992	236.7	328.9	1721.019	F
4 - Chart Road (NW)	187	47	1178	180	1.040	176	95	17.7	20.4	415.634	F

2032 Base + Cttd + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1563.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1563.27	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2032 Base + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1768	100.000
2 - Brookfield Road (SE)		FLAT	✓	1029	100.000
3 - A28 (SW)		FLAT	✓	1093	100.000
4 - Chart Road (NW)		FLAT	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	696	1029	43
	2 - Brookfield Road (SE)	785	0	217	27
	3 - A28 (SW)	991	94	9	0
	4 - Chart Road (NW)	241	66	22	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.24	749.21	338.8	F	1768	1768
2 - Brookfield Road (SE)	1.54	1270.12	304.8	F	1029	1029
3 - A28 (SW)	2.04	3049.00	522.3	F	1093	1093
4 - Chart Road (NW)	1.69	1919.26	119.5	F	330	330

Main Results for each time segment

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 - A28 (NE)	1768	442	118	1428	1.238	1412	1223	0.0	88.9	119.269	F
2 - Brookfield Road (SE)	1029	257	877	667	1.543	659	653	0.0	92.4	254.499	F
3 - A28 (SW)	1093	273	555	617	1.771	612	981	0.0	120.2	370.188	F
4 - Chart Road (NW)	330	82	1115	235	1.402	226	52	0.0	25.9	233.135	F

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 - A28 (NE)	1768	442	112	1432	1.235	1431	1223	88.9	173.1	335.088	F
2 - Brookfield Road (SE)	1029	257	887	707	1.456	706	656	92.4	173.0	666.803	F
3 - A28 (SW)	1093	273	592	581	1.881	581	1001	120.2	248.2	1191.248	F
4 - Chart Road (NW)	330	82	1119	216	1.526	216	54	25.9	54.4	714.170	F

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 - A28 (NE)	1768	442	106	1435	1.232	1435	1223	173.1	256.2	542.793	F
2 - Brookfield Road (SE)	1029	257	889	751	1.370	751	653	173.0	242.5	982.640	F
3 - A28 (SW)	1093	273	628	553	1.977	553	1012	248.2	383.2	2100.731	F
4 - Chart Road (NW)	330	82	1125	204	1.616	204	55	54.4	85.8	1277.441	F

08:45 - 09:00

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 - A28 (NE)	1768	442	102	1438	1.230	1437	1223	256.2	338.8	749.215	F
2 - Brookfield Road (SE)	1029	257	889	780	1.320	780	651	242.5	304.8	1270.124	F
3 - A28 (SW)	1093	273	650	536	2.039	536	1019	383.2	522.3	3048.996	F
4 - Chart Road (NW)	330	82	1131	195	1.692	195	56	85.8	119.5	1919.257	F

2032 Base + Cttd + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1342.96	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1342.96	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D25	2032 Base + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	2040	100.000
2 - Brookfield Road (SE)		FLAT	✓	940	100.000
3 - A28 (SW)		FLAT	✓	1013	100.000
4 - Chart Road (NW)		FLAT	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	746	1235	59
	2 - Brookfield Road (SE)	695	1	183	60
	3 - A28 (SW)	889	120	2	2
	4 - Chart Road (NW)	119	58	9	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.44	1396.67	626.2	F	2040	2040
2 - Brookfield Road (SE)	1.31	814.72	195.6	F	940	940
3 - A28 (SW)	1.68	1895.48	367.6	F	1013	1013
4 - Chart Road (NW)	1.11	417.11	20.5	F	187	187

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 - A28 (NE)	2040	510	139	1416	1.441	1407	1223	0.0	158.2	206.426	F
2 - Brookfield Road (SE)	940	235	902	717	1.310	705	644	0.0	58.7	158.548	F
3 - A28 (SW)	1013	253	609	698	1.451	690	997	0.0	80.8	222.674	F
4 - Chart Road (NW)	187	47	1211	168	1.111	151	88	0.0	8.9	140.775	F

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 - A28 (NE)	2040	510	140	1415	1.441	1415	1223	158.2	314.4	605.424	F
2 - Brookfield Road (SE)	940	235	907	729	1.289	729	648	58.7	111.4	424.883	F
3 - A28 (SW)	1013	253	629	660	1.536	660	1007	80.8	169.2	706.338	F
4 - Chart Road (NW)	187	47	1198	170	1.101	165	90	8.9	14.4	287.463	F

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 - A28 (NE)	2040	510	140	1416	1.441	1416	1223	314.4	470.5	1001.179	F
2 - Brookfield Road (SE)	940	235	908	757	1.241	757	647	111.4	157.1	637.102	F
3 - A28 (SW)	1013	253	651	630	1.608	630	1013	169.2	265.1	1264.334	F
4 - Chart Road (NW)	187	47	1190	177	1.056	173	92	14.4	17.8	362.956	F

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 - A28 (NE)	2040	510	138	1417	1.440	1417	1223	470.5	626.2	1396.670	F
2 - Brookfield Road (SE)	940	235	909	786	1.195	786	645	157.1	195.6	814.723	F
3 - A28 (SW)	1013	253	675	603	1.680	603	1020	265.1	367.6	1895.481	F
4 - Chart Road (NW)	187	47	1184	180	1.040	176	94	17.8	20.5	417.107	F

2032 Base + Cttd + Dev (Sens.Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1613.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1613.02	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D26	2032 Base + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1776	100.000
2 - Brookfield Road (SE)		FLAT	✓	1030	100.000
3 - A28 (SW)		FLAT	✓	1118	100.000
4 - Chart Road (NW)		FLAT	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	696	1037	43
	2 - Brookfield Road (SE)	785	0	218	27
	3 - A28 (SW)	1013	97	9	0
	4 - Chart Road (NW)	241	66	22	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	4	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	1.24	766.74	346.8	F	1776	1776
2 - Brookfield Road (SE)	1.55	1278.02	306.6	F	1030	1030
3 - A28 (SW)	2.08	3163.20	544.4	F	1118	1118
4 - Chart Road (NW)	1.71	1962.78	121.1	F	330	330

Main Results for each time segment

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 - A28 (NE)	1776	444	118	1428	1.243	1412	1223	0.0	90.9	121.698	F
2 - Brookfield Road (SE)	1030	257	879	664	1.552	656	652	0.0	93.4	257.854	F
3 - A28 (SW)	1118	279	552	621	1.799	616	984	0.0	125.4	383.588	F
4 - Chart Road (NW)	330	82	1116	234	1.410	225	52	0.0	26.2	236.769	F

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 - A28 (NE)	1776	444	112	1432	1.240	1431	1223	90.9	177.0	342.535	F
2 - Brookfield Road (SE)	1030	257	890	707	1.457	707	654	93.4	174.2	672.243	F
3 - A28 (SW)	1118	279	592	583	1.918	583	1004	125.4	259.1	1238.479	F
4 - Chart Road (NW)	330	82	1121	215	1.537	214	54	26.2	55.1	728.437	F

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 - A28 (NE)	1776	444	107	1435	1.237	1435	1223	177.0	262.2	555.284	F
2 - Brookfield Road (SE)	1030	257	891	751	1.372	751	651	174.2	244.0	989.205	F
3 - A28 (SW)	1118	279	627	555	2.013	555	1015	259.1	399.6	2181.920	F
4 - Chart Road (NW)	330	82	1127	202	1.630	202	55	55.1	87.0	1306.177	F

08:45 - 09:00

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 - A28 (NE)	1776	444	103	1437	1.235	1437	1223	262.2	346.8	766.743	F
2 - Brookfield Road (SE)	1030	257	892	779	1.321	779	648	244.0	306.6	1278.015	F
3 - A28 (SW)	1118	279	649	539	2.075	539	1022	399.6	544.4	3163.204	F
4 - Chart Road (NW)	330	82	1132	193	1.708	193	56	87.0	121.1	1962.780	F

2032 Base + Cttd + Dev (Sens.Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	1363.81	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1363.81	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D27	2032 Base + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	2053	100.000
2 - Brookfield Road (SE)		FLAT	✓	943	100.000
3 - A28 (SW)		FLAT	✓	1019	100.000
4 - Chart Road (NW)		FLAT	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	746	1248	59
	2 - Brookfield Road (SE)	695	1	186	60
	3 - A28 (SW)	893	122	2	2
	4 - Chart Road (NW)	119	58	9	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.45	1427.33	639.8	F	2053	2053
2 - Brookfield Road (SE)	1.31	818.48	196.9	F	943	943
3 - A28 (SW)	1.69	1913.97	372.1	F	1019	1019
4 - Chart Road (NW)	1.11	416.31	20.4	F	187	187

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 - A28 (NE)	2053	513	140	1415	1.450	1407	1223	0.0	161.6	210.741	F
2 - Brookfield Road (SE)	943	236	905	718	1.313	706	642	0.0	59.2	159.498	F
3 - A28 (SW)	1019	255	608	700	1.455	692	1003	0.0	81.8	224.632	F
4 - Chart Road (NW)	187	47	1212	168	1.112	151	88	0.0	9.0	140.995	F

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 - A28 (NE)	2053	513	141	1415	1.451	1415	1223	161.6	321.1	618.521	F
2 - Brookfield Road (SE)	943	236	910	730	1.291	730	646	59.2	112.3	427.327	F
3 - A28 (SW)	1019	255	628	662	1.541	661	1013	81.8	171.3	713.486	F
4 - Chart Road (NW)	187	47	1199	170	1.101	165	90	9.0	14.4	287.714	F

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 - A28 (NE)	2053	513	141	1415	1.451	1415	1223	321.1	480.6	1023.045	F
2 - Brookfield Road (SE)	943	236	911	760	1.241	760	645	112.3	158.1	639.682	F
3 - A28 (SW)	1019	255	651	630	1.617	630	1019	171.3	268.5	1278.713	F
4 - Chart Road (NW)	187	47	1190	177	1.055	173	92	14.4	17.8	362.599	F

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 - A28 (NE)	2053	513	139	1416	1.450	1416	1223	480.6	639.8	1427.327	F
2 - Brookfield Road (SE)	943	236	912	788	1.197	787	643	158.1	196.9	818.477	F
3 - A28 (SW)	1019	255	674	605	1.685	605	1025	268.5	372.1	1913.971	F
4 - Chart Road (NW)	187	47	1185	180	1.039	176	93	17.8	20.4	416.311	F

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: Matalan Roundabout (Proposed) v3.0.j10
Path: X:\Projects\220000\226730 - Possingham Farm\Modelling\Modelling in Response to KCC
Report generation date: 03/09/2024 17:54:44

»2023 Obs + Cttd + Dev, AM
»2023 Obs + Cttd + Dev, PM
»2023 Obs + Cttd + Dev (Sens.Test), AM
»2023 Obs + Cttd + Dev (Sens.Test), PM
»2032 Base + Cttd + Dev, AM
»2032 Base + Cttd + Dev, PM
»2032 Base + Cttd + Dev (Sens.Test), AM
»2032 Base + Cttd + Dev (Sens.Test), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2023 Obs + Cttd + Dev					
1 - A28 (NE)	4.8	10.36	0.82	20.9	40.76	0.96
2 - Brookfield Road (SE)	90.5	337.37	1.12	0.7	2.99	0.42
3 - A28 (SW)	190.3	702.56	1.25	1.7	6.33	0.63
4 - Chart Road (NW)	35.1	427.47	1.13	0.4	7.48	0.26
	2023 Obs + Cttd + Dev (Sens.Test)					
1 - A28 (NE)	4.9	10.60	0.83	23.9	46.26	0.97
2 - Brookfield Road (SE)	93.2	347.77	1.12	0.7	3.02	0.42
3 - A28 (SW)	210.6	774.52	1.28	1.7	6.40	0.63
4 - Chart Road (NW)	37.5	458.22	1.14	0.4	7.54	0.26
	2032 Base + Cttd + Dev					
1 - A28 (NE)	6.6	13.81	0.87	61.6	107.42	1.01
2 - Brookfield Road (SE)	118.0	416.95	1.15	19.2	75.61	0.99
3 - A28 (SW)	248.4	950.03	1.34	28.7	101.76	1.01
4 - Chart Road (NW)	55.1	659.08	1.24	4.4	93.23	0.86
	2032 Base + Cttd + Dev (Sens.Test)					
1 - A28 (NE)	6.8	14.22	0.87	71.3	122.35	1.02
2 - Brookfield Road (SE)	120.3	425.35	1.16	21.0	82.03	0.99
3 - A28 (SW)	268.7	1023.74	1.36	31.6	110.72	1.02
4 - Chart Road (NW)	57.9	698.64	1.25	4.7	99.62	0.87

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.

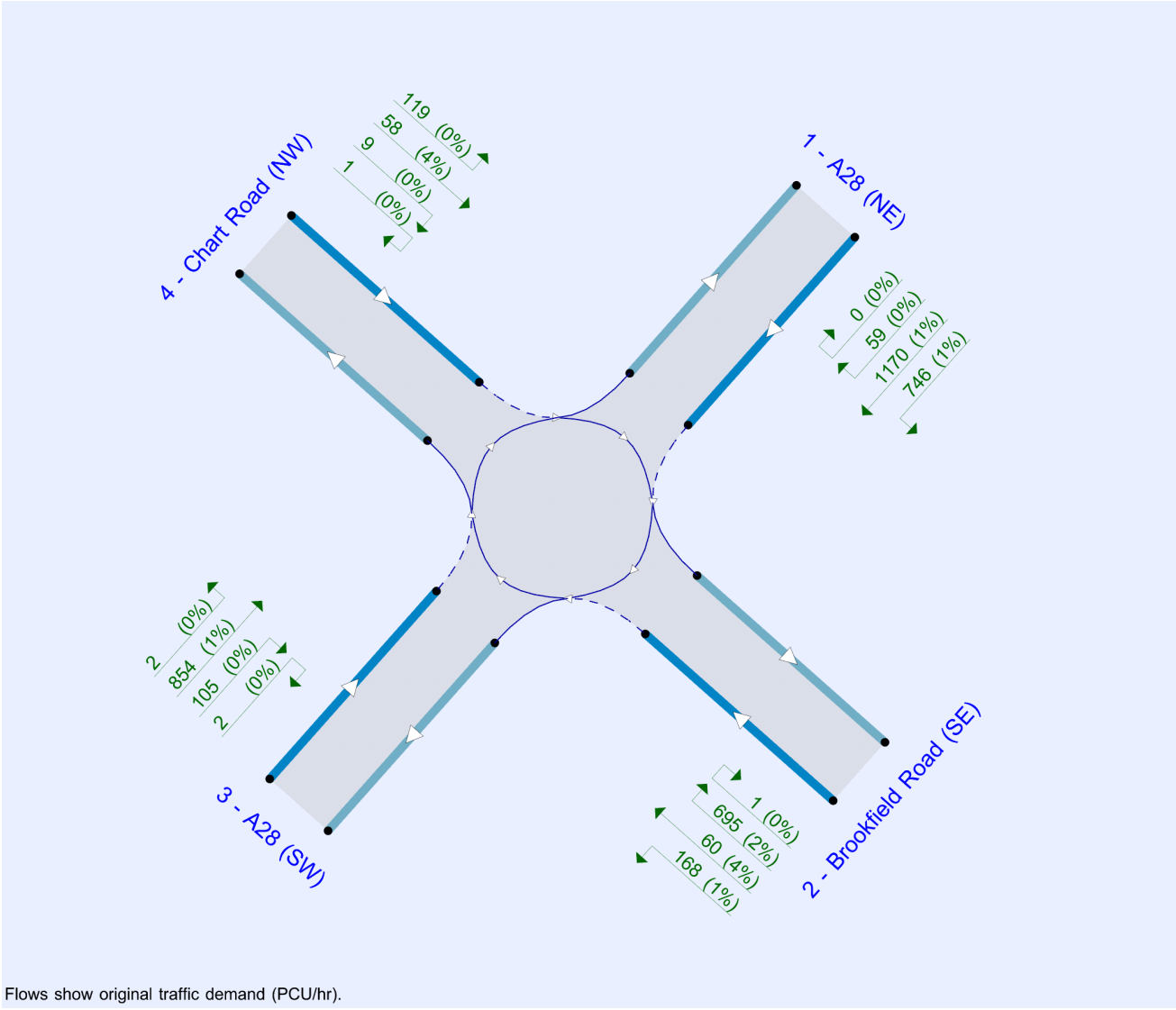
File summary

File Description

Title	Possingham Farm, Ashford
Location	Matalan Roundabout
Site number	
Date	03/09/2024
Version	
Status	Proposed Junction Layout
Identifier	
Client	
Jobnumber	
Enumerator	David Noyce
Description	Observed flows from surveys of Tuesday, 28th March 2023. A28(NE) exit restriction based on observations and is directly related to the A28(SW) entry capacity of the Louden Way signalised juntion.

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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023 Observed	AM	FLAT	08:00	09:00	60	15			
D2	2023 Observed	PM	FLAT	16:30	17:30	60	15			
D3	: Committed	AM	FLAT	08:00	09:00	60	15			
D4	: Committed	PM	FLAT	16:30	17:30	60	15			
D5	: Dev	AM	FLAT	08:00	09:00	60	15			
D6	: Dev	PM	FLAT	16:30	17:30	60	15			
D7	: Dev (Sensitivity Test)	AM	FLAT	08:00	09:00	60	15			
D8	: Dev (Sensitivity Test)	PM	FLAT	16:30	17:30	60	15			
D10	2023 Obs + Cttd	AM	FLAT	08:00	09:00	60	15		Simple	D1+D3
D11	2023 Obs + Cttd	PM	FLAT	16:30	17:30	60	15		Simple	D2+D4
D12	2023 Obs + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D5
D13	2023 Obs + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D6
D14	2023 Obs + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D7
D15	2023 Obs + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D8
D20	2032 Base	AM	FLAT	08:00	09:00	60	15		Simple	D1*1.070
D21	2032 Base	PM	FLAT	16:30	17:30	60	15		Simple	D2*1.073
D22	2032 Base + Cttd	AM	FLAT	08:00	09:00	60	15		Simple	D20+D3
D23	2032 Base + Cttd	PM	FLAT	16:30	17:30	60	15		Simple	D21+D4
D24	2032 Base + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D5
D25	2032 Base + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D6
D26	2032 Base + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D7
D27	2032 Base + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D8

Analysis Set Details

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

2023 Obs + Cttd + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	304.09	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	304.09	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (NE)		
2	Brookfield Road (SE)		
3	A28 (SW)		
4	Chart Road (NW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A28 (NE)	3.25	9.00	34.0	16.0	45.0	22.5		
2 - Brookfield Road (SE)	8.10	10.98	25.7	25.0	45.0	13.0		
3 - A28 (SW)	3.73	10.38	20.8	16.0	45.0	33.5		
4 - Chart Road (NW)	3.50	8.31	10.8	16.0	45.0	24.5		

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/hr)
1 - A28 (NE)	✓		1661
2 - Brookfield Road (SE)			
3 - A28 (SW)			
4 - Chart Road (NW)			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (NE)	0.719	2144
2 - Brookfield Road (SE)	0.963	3310
3 - A28 (SW)	0.694	2074
4 - Chart Road (NW)	0.625	1673

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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 Obs + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1678	100.000
2 - Brookfield Road (SE)		FLAT	✓	967	100.000
3 - A28 (SW)		FLAT	✓	1060	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	653	984	40
	2 - Brookfield Road (SE)	739	0	203	26
	3 - A28 (SW)	965	88	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	0.82	10.36	4.8	B	1678	1678
2 - Brookfield Road (SE)	1.12	337.37	90.5	F	967	967
3 - A28 (SW)	1.25	702.56	190.3	F	1060	1060
4 - Chart Road (NW)	1.13	427.47	35.1	F	308	308

Main Results for each time segment

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 - A28 (NE)	1678	419	153	2035	0.824	1659	1661	0.0	4.6	9.482	A
2 - Brookfield Road (SE)	967	242	1039	885	1.093	854	774	0.0	28.4	72.456	F
3 - A28 (SW)	1060	265	715	915	1.158	893	1178	0.0	41.8	95.142	F
4 - Chart Road (NW)	308	77	1546	296	1.042	268	62	0.0	10.0	92.603	F

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 - A28 (NE)	1678	419	154	2034	0.825	1677	1661	4.6	4.7	10.361	B
2 - Brookfield Road (SE)	967	242	1050	867	1.116	863	781	28.4	54.4	184.084	F
3 - A28 (SW)	1060	265	723	880	1.205	878	1191	41.8	87.2	275.729	F
4 - Chart Road (NW)	308	77	1538	284	1.087	277	63	10.0	17.8	207.668	F

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 - A28 (NE)	1678	419	152	2035	0.824	1677	1661	4.7	4.7	10.355	B
2 - Brookfield Road (SE)	967	242	1050	886	1.092	884	779	54.4	75.2	272.118	F
3 - A28 (SW)	1060	265	739	862	1.230	862	1195	87.2	136.9	478.772	F
4 - Chart Road (NW)	308	77	1537	279	1.106	275	64	17.8	26.0	311.765	F

08:45 - 09:00

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 - A28 (NE)	1678	419	150	2037	0.824	1677	1661	4.7	4.8	10.318	B
2 - Brookfield Road (SE)	967	242	1050	908	1.066	906	777	75.2	90.5	337.373	F
3 - A28 (SW)	1060	265	756	847	1.252	847	1199	136.9	190.3	702.556	F
4 - Chart Road (NW)	308	77	1539	273	1.127	272	64	26.0	35.1	427.465	F

2023 Obs + Cttd + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	22.51	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.51	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2023 Obs + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1944	100.000
2 - Brookfield Road (SE)		FLAT	✓	880	100.000
3 - A28 (SW)		FLAT	✓	970	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	700	1188	55
	2 - Brookfield Road (SE)	651	1	172	56
	3 - A28 (SW)	853	113	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	0.96	40.76	20.9	E	1944	1944
2 - Brookfield Road (SE)	0.42	2.99	0.7	A	880	880
3 - A28 (SW)	0.63	6.33	1.7	A	970	970
4 - Chart Road (NW)	0.26	7.48	0.4	A	174	174

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 - A28 (NE)	1944	486	178	2017	0.964	1886	1607	0.0	14.5	22.145	C
2 - Brookfield Road (SE)	880	220	1217	2138	0.411	877	846	0.0	0.7	2.900	A
3 - A28 (SW)	970	243	760	1547	0.627	964	1334	0.0	1.7	6.166	A
4 - Chart Road (NW)	174	44	1612	666	0.261	173	112	0.0	0.4	7.360	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 - A28 (NE)	1944	486	179	2016	0.964	1930	1615	14.5	17.8	34.905	D
2 - Brookfield Road (SE)	880	220	1246	2111	0.417	880	864	0.7	0.7	2.976	A
3 - A28 (SW)	970	243	764	1545	0.628	970	1362	1.7	1.7	6.328	A
4 - Chart Road (NW)	174	44	1620	661	0.263	174	114	0.4	0.4	7.483	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 - A28 (NE)	1944	486	179	2016	0.964	1936	1615	17.8	19.7	38.597	E
2 - Brookfield Road (SE)	880	220	1250	2107	0.418	880	866	0.7	0.7	2.985	A
3 - A28 (SW)	970	243	764	1544	0.628	970	1365	1.7	1.7	6.332	A
4 - Chart Road (NW)	174	44	1620	661	0.263	174	114	0.4	0.4	7.484	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 - A28 (NE)	1944	486	179	2016	0.964	1939	1615	19.7	20.9	40.759	E
2 - Brookfield Road (SE)	880	220	1251	2105	0.418	880	867	0.7	0.7	2.989	A
3 - A28 (SW)	970	243	764	1544	0.628	970	1367	1.7	1.7	6.333	A
4 - Chart Road (NW)	174	44	1620	661	0.263	174	114	0.4	0.4	7.484	A

2023 Obs + Cttd + Dev (Sens.Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	330.21	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	330.21	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2023 Obs + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1+D3+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1686	100.000
2 - Brookfield Road (SE)		FLAT	✓	968	100.000
3 - A28 (SW)		FLAT	✓	1085	100.000
4 - Chart Road (NW)		FLAT	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	653	992	40
	2 - Brookfield Road (SE)	739	0	204	26
	3 - A28 (SW)	987	91	8	0
	4 - Chart Road (NW)	225	62	21	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	4	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	0.83	10.60	4.9	B	1686	1686
2 - Brookfield Road (SE)	1.12	347.77	93.2	F	968	968
3 - A28 (SW)	1.28	774.52	210.6	F	1085	1085
4 - Chart Road (NW)	1.14	458.22	37.5	F	308	308

Main Results for each time segment

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 - A28 (NE)	1686	421	154	2034	0.829	1667	1661	0.0	4.7	9.673	A
2 - Brookfield Road (SE)	968	242	1046	877	1.105	848	774	0.0	30.2	76.423	F
3 - A28 (SW)	1085	271	709	922	1.178	901	1185	0.0	46.0	102.484	F
4 - Chart Road (NW)	308	77	1548	293	1.053	266	62	0.0	10.4	96.164	F

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 - A28 (NE)	1686	421	154	2034	0.829	1685	1661	4.7	4.8	10.603	B
2 - Brookfield Road (SE)	968	242	1058	865	1.120	862	782	30.2	56.9	193.019	F
3 - A28 (SW)	1085	271	721	884	1.228	883	1199	46.0	96.7	302.058	F
4 - Chart Road (NW)	308	77	1540	281	1.096	275	63	10.4	18.7	217.859	F

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 - A28 (NE)	1686	421	152	2035	0.828	1685	1661	4.8	4.9	10.591	B
2 - Brookfield Road (SE)	968	242	1058	885	1.094	883	780	56.9	78.1	283.048	F
3 - A28 (SW)	1085	271	738	867	1.252	867	1203	96.7	151.3	526.592	F
4 - Chart Road (NW)	308	77	1541	275	1.121	272	64	18.7	27.7	332.378	F

08:45 - 09:00

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 - A28 (NE)	1686	421	150	2037	0.827	1685	1661	4.9	4.9	10.552	B
2 - Brookfield Road (SE)	968	242	1057	910	1.065	908	778	78.1	93.2	347.768	F
3 - A28 (SW)	1085	271	757	849	1.279	848	1208	151.3	210.6	774.515	F
4 - Chart Road (NW)	308	77	1541	271	1.139	269	64	27.7	37.5	458.221	F

2023 Obs + Cttd + Dev (Sens.Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	25.25	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.25	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2023 Obs + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D2+D4+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1957	100.000
2 - Brookfield Road (SE)		FLAT	✓	883	100.000
3 - A28 (SW)		FLAT	✓	976	100.000
4 - Chart Road (NW)		FLAT	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	700	1201	55
	2 - Brookfield Road (SE)	651	1	175	56
	3 - A28 (SW)	857	115	2	2
	4 - Chart Road (NW)	111	54	8	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	0.97	46.26	23.9	E	1957	1957
2 - Brookfield Road (SE)	0.42	3.02	0.7	A	883	883
3 - A28 (SW)	0.63	6.40	1.7	A	976	976
4 - Chart Road (NW)	0.26	7.54	0.4	A	174	174

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 - A28 (NE)	1957	489	180	2015	0.971	1894	1610	0.0	15.7	23.404	C
2 - Brookfield Road (SE)	883	221	1227	2129	0.415	880	847	0.0	0.7	2.928	A
3 - A28 (SW)	976	244	760	1547	0.631	970	1347	0.0	1.7	6.225	A
4 - Chart Road (NW)	174	44	1618	663	0.263	173	112	0.0	0.4	7.416	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 - A28 (NE)	1957	489	181	2014	0.971	1940	1619	15.7	19.8	38.271	E
2 - Brookfield Road (SE)	883	221	1257	2100	0.420	883	864	0.7	0.7	3.009	A
3 - A28 (SW)	976	244	764	1545	0.632	976	1376	1.7	1.7	6.394	A
4 - Chart Road (NW)	174	44	1626	657	0.265	174	114	0.4	0.4	7.541	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 - A28 (NE)	1957	489	181	2014	0.971	1947	1619	19.8	22.3	43.186	E
2 - Brookfield Road (SE)	883	221	1261	2096	0.421	883	867	0.7	0.7	3.020	A
3 - A28 (SW)	976	244	764	1544	0.632	976	1380	1.7	1.7	6.398	A
4 - Chart Road (NW)	174	44	1626	657	0.265	174	114	0.4	0.4	7.542	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 - A28 (NE)	1957	489	181	2014	0.971	1950	1619	22.3	23.9	46.258	E
2 - Brookfield Road (SE)	883	221	1263	2094	0.422	883	868	0.7	0.7	3.024	A
3 - A28 (SW)	976	244	764	1544	0.632	976	1382	1.7	1.7	6.399	A
4 - Chart Road (NW)	174	44	1626	657	0.265	174	114	0.4	0.4	7.542	A

2032 Base + Cttd + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	405.01	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	405.01	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2032 Base + Cttd + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1768	100.000
2 - Brookfield Road (SE)		FLAT	✓	1029	100.000
3 - A28 (SW)		FLAT	✓	1093	100.000
4 - Chart Road (NW)		FLAT	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	696	1029	43
	2 - Brookfield Road (SE)	785	0	217	27
	3 - A28 (SW)	991	94	9	0
	4 - Chart Road (NW)	241	66	22	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	5	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	0.87	13.81	6.6	B	1768	1768
2 - Brookfield Road (SE)	1.15	416.95	118.0	F	1029	1029
3 - A28 (SW)	1.34	950.03	248.4	F	1093	1093
4 - Chart Road (NW)	1.24	659.08	55.1	F	330	330

Main Results for each time segment

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 - A28 (NE)	1768	442	156	2032	0.870	1743	1661	0.0	6.2	11.983	B
2 - Brookfield Road (SE)	1029	257	1083	896	1.149	873	816	0.0	39.1	91.555	F
3 - A28 (SW)	1093	273	731	890	1.227	874	1224	0.0	54.7	122.852	F
4 - Chart Road (NW)	330	82	1539	300	1.099	278	66	0.0	12.9	108.433	F

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 - A28 (NE)	1768	442	156	2032	0.870	1767	1661	6.2	6.5	13.813	B
2 - Brookfield Road (SE)	1029	257	1097	894	1.150	892	825	39.1	73.2	235.510	F
3 - A28 (SW)	1093	273	747	853	1.281	852	1242	54.7	114.8	369.276	F
4 - Chart Road (NW)	330	82	1533	288	1.147	284	67	12.9	24.4	265.417	F

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 - A28 (NE)	1768	442	151	2036	0.868	1767	1661	6.5	6.6	13.758	B
2 - Brookfield Road (SE)	1029	257	1097	927	1.110	926	821	73.2	99.0	340.922	F
3 - A28 (SW)	1093	273	774	835	1.308	835	1249	114.8	179.2	647.171	F
4 - Chart Road (NW)	330	82	1541	272	1.213	271	68	24.4	39.2	448.702	F

08:45 - 09:00

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 - A28 (NE)	1768	442	148	2038	0.867	1768	1661	6.6	6.6	13.687	B
2 - Brookfield Road (SE)	1029	257	1097	954	1.079	953	819	99.0	118.0	416.951	F
3 - A28 (SW)	1093	273	795	816	1.339	816	1254	179.2	248.4	950.026	F
4 - Chart Road (NW)	330	82	1543	267	1.237	266	68	39.2	55.1	659.078	F

2032 Base + Cttd + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	98.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	98.26	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D25	2032 Base + Cttd + Dev	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	2040	100.000
2 - Brookfield Road (SE)		FLAT	✓	940	100.000
3 - A28 (SW)		FLAT	✓	1013	100.000
4 - Chart Road (NW)		FLAT	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	746	1235	59
	2 - Brookfield Road (SE)	695	1	183	60
	3 - A28 (SW)	889	120	2	2
	4 - Chart Road (NW)	119	58	9	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.01	107.42	61.6	F	2040	2040
2 - Brookfield Road (SE)	0.99	75.61	19.2	F	940	940
3 - A28 (SW)	1.01	101.76	28.7	F	1013	1013
4 - Chart Road (NW)	0.86	93.23	4.4	F	187	187

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 - A28 (NE)	2040	510	186	2011	1.014	1936	1661	0.0	26.0	32.972	D
2 - Brookfield Road (SE)	940	235	1239	1115	0.843	920	882	0.0	4.8	17.441	C
3 - A28 (SW)	1013	253	798	1128	0.898	985	1361	0.0	7.0	22.360	C
4 - Chart Road (NW)	187	47	1665	319	0.586	181	118	0.0	1.3	25.690	D

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 - A28 (NE)	2040	510	186	2011	1.014	1986	1661	26.0	39.6	67.058	F
2 - Brookfield Road (SE)	940	235	1271	1002	0.938	920	901	4.8	9.7	37.254	E
3 - A28 (SW)	1013	253	800	1038	0.976	985	1392	7.0	14.0	48.981	E
4 - Chart Road (NW)	187	47	1665	249	0.749	182	120	1.3	2.5	50.767	F

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 - A28 (NE)	2040	510	186	2011	1.015	1994	1661	39.6	51.1	88.395	F
2 - Brookfield Road (SE)	940	235	1276	967	0.972	921	904	9.7	14.5	57.034	F
3 - A28 (SW)	1013	253	800	1012	1.001	984	1396	14.0	21.3	75.500	F
4 - Chart Road (NW)	187	47	1664	227	0.821	183	120	2.5	3.5	73.533	F

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 - A28 (NE)	2040	510	186	2011	1.015	1998	1661	51.1	61.6	107.422	F
2 - Brookfield Road (SE)	940	235	1279	952	0.987	921	905	14.5	19.2	75.614	F
3 - A28 (SW)	1013	253	800	1001	1.012	984	1399	21.3	28.7	101.764	F
4 - Chart Road (NW)	187	47	1664	217	0.860	183	120	3.5	4.4	93.228	F

2032 Base + Cttd + Dev (Sens.Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	432.12	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	432.12	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D26	2032 Base + Cttd + Dev (Sens.Test)	AM	FLAT	08:00	09:00	60	15	✓	Simple	D20+D3+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	1776	100.000
2 - Brookfield Road (SE)		FLAT	✓	1030	100.000
3 - A28 (SW)		FLAT	✓	1118	100.000
4 - Chart Road (NW)		FLAT	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	696	1037	43
	2 - Brookfield Road (SE)	785	0	218	27
	3 - A28 (SW)	1013	97	9	0
	4 - Chart Road (NW)	241	66	22	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	3	3	9
	2 - Brookfield Road (SE)	3	0	3	16
	3 - A28 (SW)	3	4	0	0
	4 - Chart Road (NW)	2	3	5	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 - A28 (NE)	0.87	14.22	6.8	B	1776	1776
2 - Brookfield Road (SE)	1.16	425.35	120.3	F	1030	1030
3 - A28 (SW)	1.36	1023.74	268.7	F	1118	1118
4 - Chart Road (NW)	1.25	698.64	57.9	F	330	330

Main Results for each time segment

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 - A28 (NE)	1776	444	157	2031	0.874	1750	1661	0.0	6.4	12.268	B
2 - Brookfield Road (SE)	1030	257	1090	889	1.159	867	817	0.0	40.8	95.323	F
3 - A28 (SW)	1118	279	726	897	1.246	881	1231	0.0	59.1	130.553	F
4 - Chart Road (NW)	330	82	1542	298	1.108	276	66	0.0	13.3	111.837	F

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 - A28 (NE)	1776	444	156	2032	0.874	1774	1661	6.4	6.7	14.219	B
2 - Brookfield Road (SE)	1030	257	1105	893	1.154	891	825	40.8	75.5	243.547	F
3 - A28 (SW)	1118	279	746	859	1.301	858	1250	59.1	123.9	395.613	F
4 - Chart Road (NW)	330	82	1537	283	1.166	280	67	13.3	25.9	281.469	F

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 - A28 (NE)	1776	444	151	2036	0.872	1775	1661	6.7	6.8	14.170	B
2 - Brookfield Road (SE)	1030	257	1105	928	1.110	927	822	75.5	101.3	349.314	F
3 - A28 (SW)	1118	279	774	837	1.335	837	1258	123.9	194.0	697.425	F
4 - Chart Road (NW)	330	82	1543	270	1.223	269	68	25.9	41.2	476.044	F

08:45 - 09:00

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 - A28 (NE)	1776	444	148	2038	0.871	1776	1661	6.8	6.8	14.095	B
2 - Brookfield Road (SE)	1030	257	1104	955	1.079	954	819	101.3	120.3	425.345	F
3 - A28 (SW)	1118	279	795	819	1.365	819	1263	194.0	268.7	1023.738	F
4 - Chart Road (NW)	330	82	1546	264	1.251	263	68	41.2	57.9	698.644	F

2032 Base + Cttd + Dev (Sens.Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A28 (NE) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D22 - 2032 Base + Cttd, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Matalan Roundabout	Standard Roundabout		1, 2, 3, 4	109.47	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	109.47	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D27	2032 Base + Cttd + Dev (Sens.Test)	PM	FLAT	16:30	17:30	60	15	✓	Simple	D21+D4+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A28 (NE)		FLAT	✓	2053	100.000
2 - Brookfield Road (SE)		FLAT	✓	943	100.000
3 - A28 (SW)		FLAT	✓	1019	100.000
4 - Chart Road (NW)		FLAT	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	746	1248	59
	2 - Brookfield Road (SE)	695	1	186	60
	3 - A28 (SW)	893	122	2	2
	4 - Chart Road (NW)	119	58	9	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A28 (NE)	2 - Brookfield Road (SE)	3 - A28 (SW)	4 - Chart Road (NW)
From	1 - A28 (NE)	0	1	1	0
	2 - Brookfield Road (SE)	2	0	1	4
	3 - A28 (SW)	1	0	0	0
	4 - Chart Road (NW)	0	4	0	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 - A28 (NE)	1.02	122.35	71.3	F	2053	2053
2 - Brookfield Road (SE)	0.99	82.03	21.0	F	943	943
3 - A28 (SW)	1.02	110.72	31.6	F	1019	1019
4 - Chart Road (NW)	0.87	99.62	4.7	F	187	187

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 - A28 (NE)	2053	513	187	2010	1.021	1940	1661	0.0	28.2	34.822	D
2 - Brookfield Road (SE)	943	236	1246	1099	0.858	922	881	0.0	5.3	18.903	C
3 - A28 (SW)	1019	255	797	1119	0.911	988	1371	0.0	7.7	24.026	C
4 - Chart Road (NW)	187	47	1667	307	0.608	181	118	0.0	1.5	27.765	D

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 - A28 (NE)	2053	513	187	2010	1.022	1989	1661	28.2	44.1	73.066	F
2 - Brookfield Road (SE)	943	236	1278	994	0.948	921	899	5.3	10.6	40.562	E
3 - A28 (SW)	1019	255	798	1035	0.985	988	1401	7.7	15.4	53.127	F
4 - Chart Road (NW)	187	47	1667	243	0.767	182	119	1.5	2.7	54.710	F

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 - A28 (NE)	2053	513	188	2010	1.022	1997	1661	44.1	58.1	98.721	F
2 - Brookfield Road (SE)	943	236	1282	963	0.979	922	902	10.6	15.9	61.943	F
3 - A28 (SW)	1019	255	798	1011	1.008	987	1406	15.4	23.4	81.959	F
4 - Chart Road (NW)	187	47	1666	224	0.836	182	119	2.7	3.8	78.907	F

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 - A28 (NE)	2053	513	188	2010	1.022	2000	1661	58.1	71.3	122.346	F
2 - Brookfield Road (SE)	943	236	1285	949	0.993	922	903	15.9	21.0	82.028	F
3 - A28 (SW)	1019	255	799	1001	1.018	987	1408	23.4	31.6	110.719	F
4 - Chart Road (NW)	187	47	1666	214	0.872	183	120	3.8	4.7	99.615	F

Appendix ID13 Loudon Way Traffic Signals Improvement Scheme

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent

Hodson Development Ltd
SLR Project No.: 425.001542.00001

10 September 2024