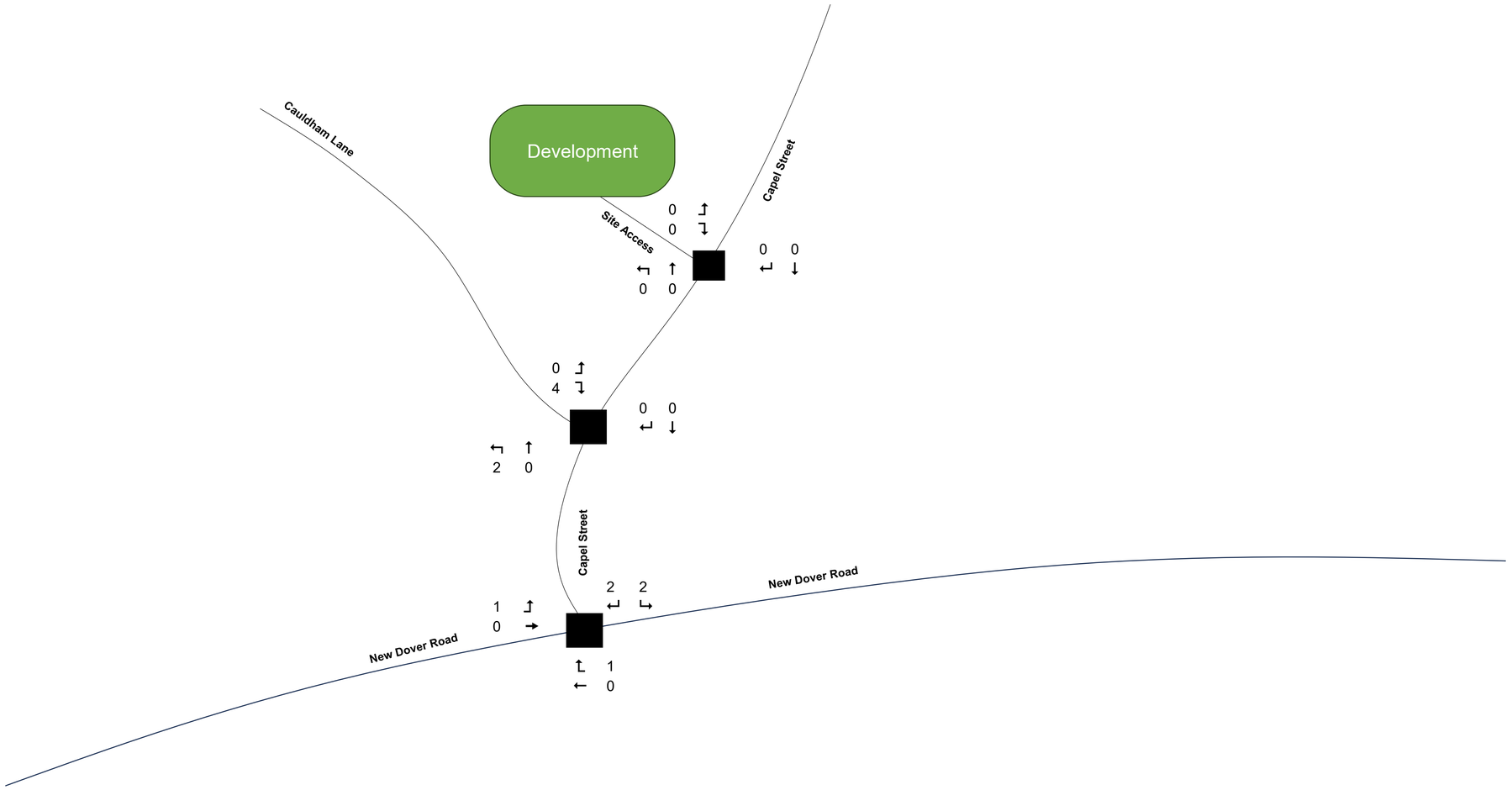
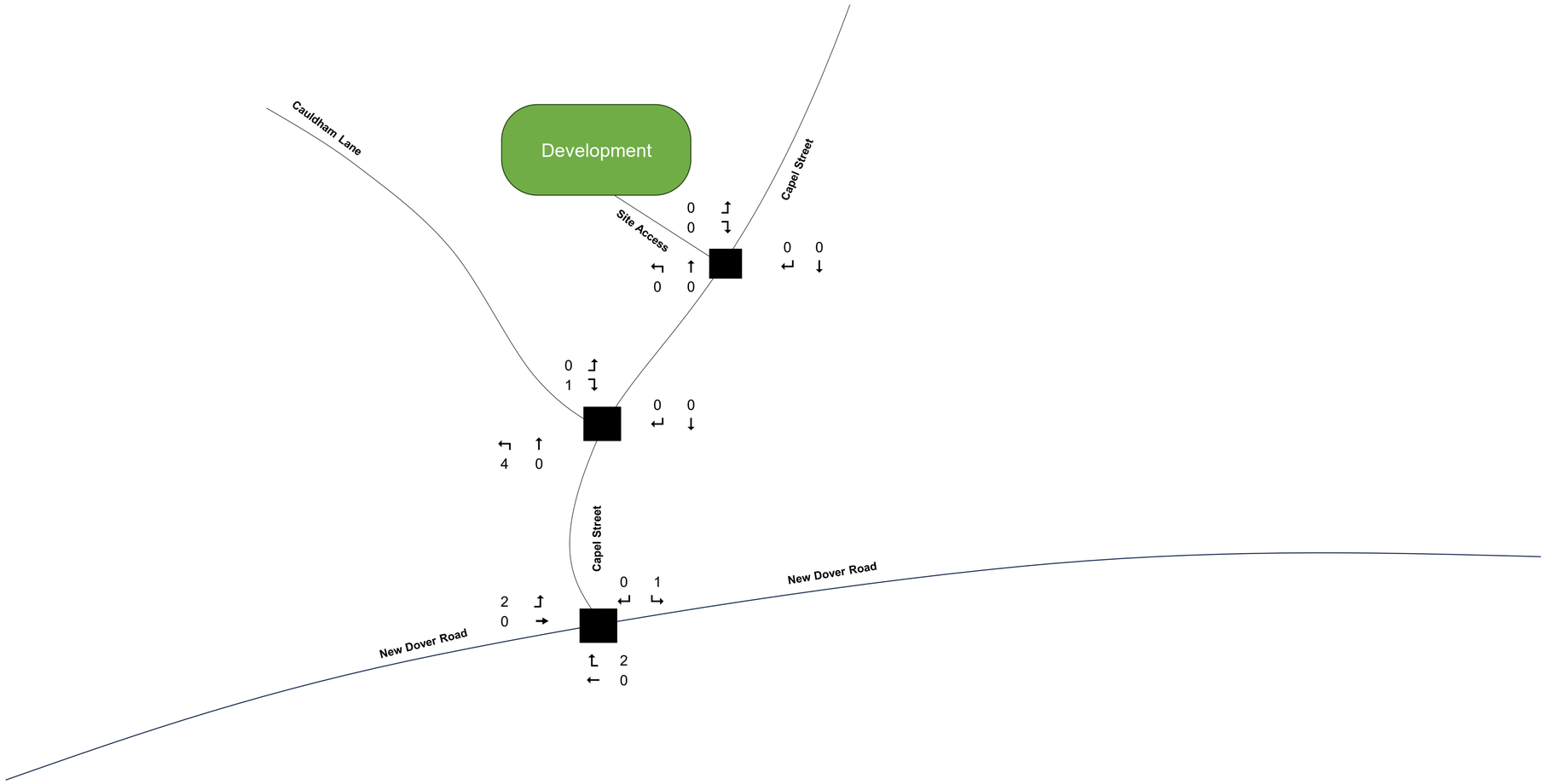


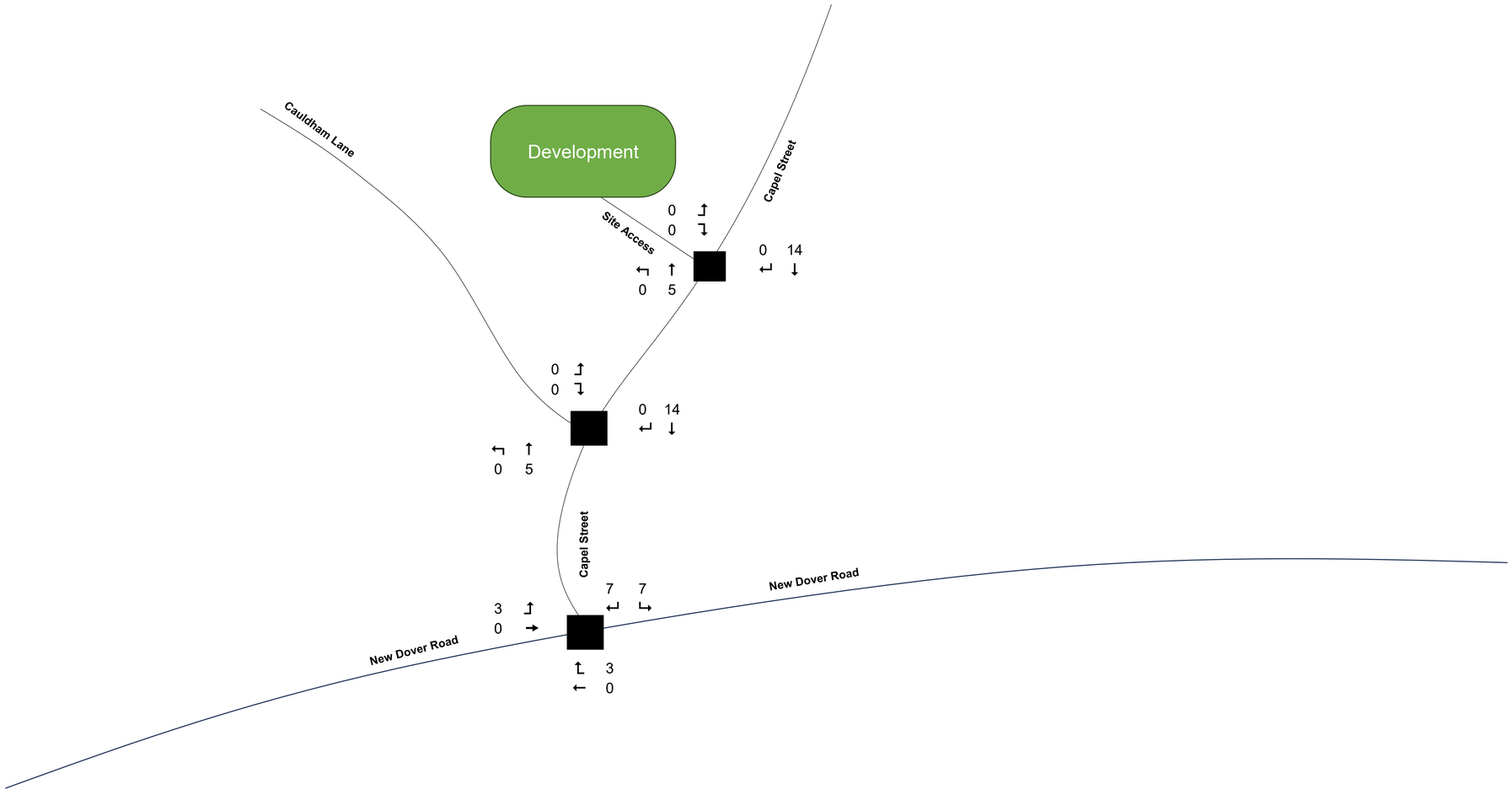
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: AM 20/01569 Committed Development Flows
		Figure: Figure 6.7



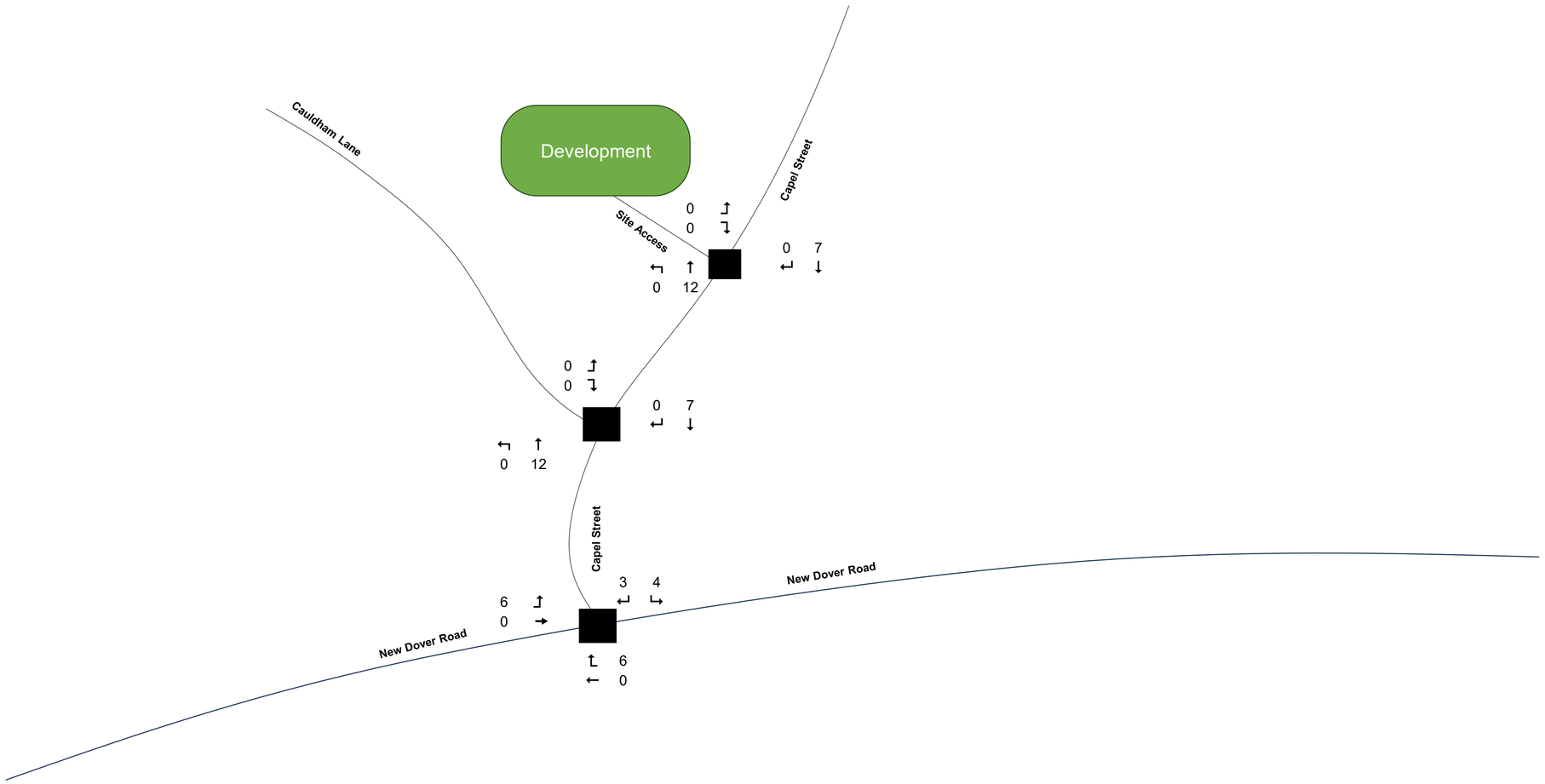
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: PM 20/01569 Committed Development Flows
		Figure: Figure 6.8



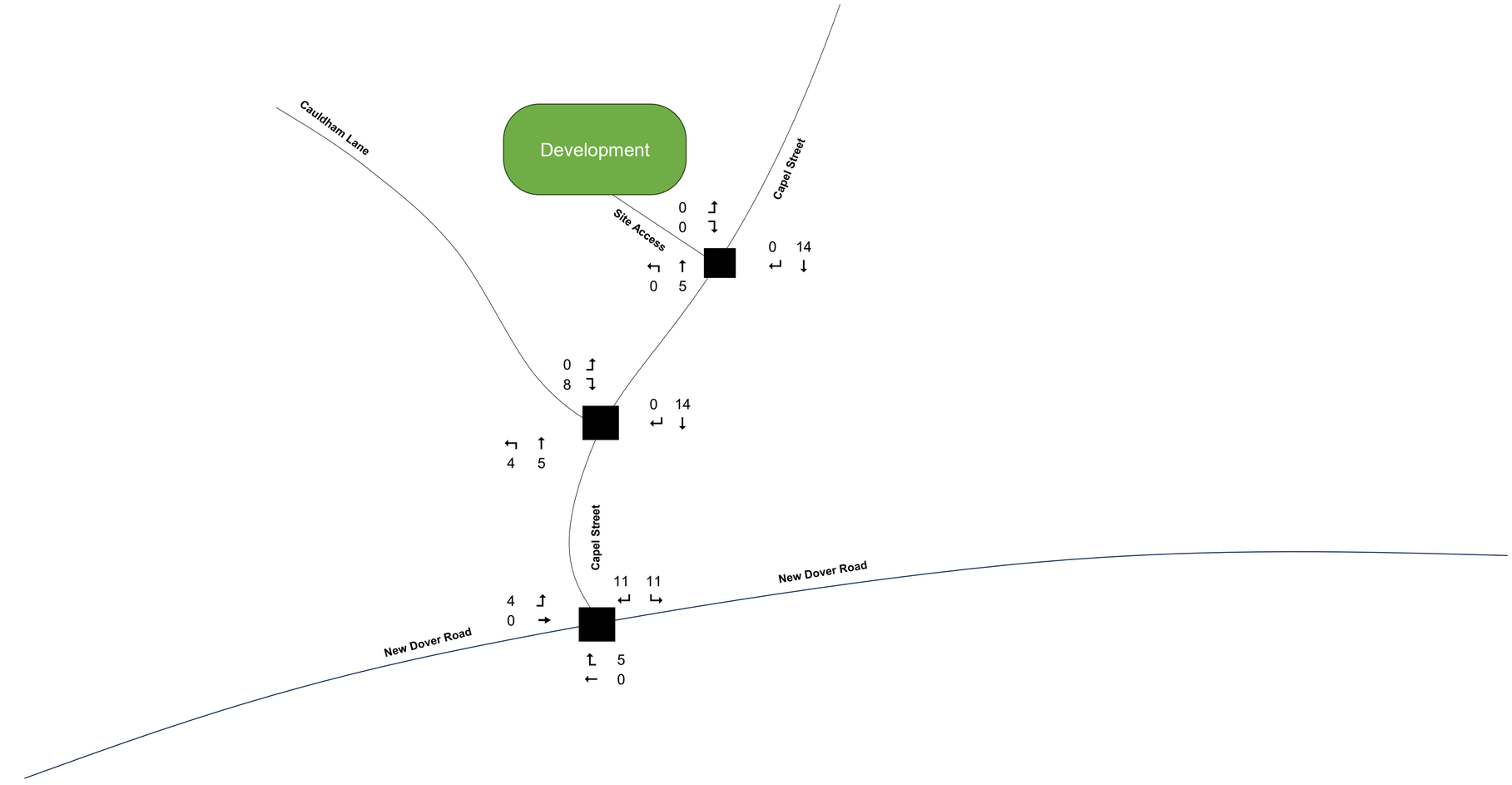
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: AM 19/00669 Committed Development Flows
		Figure: Figure 6.9



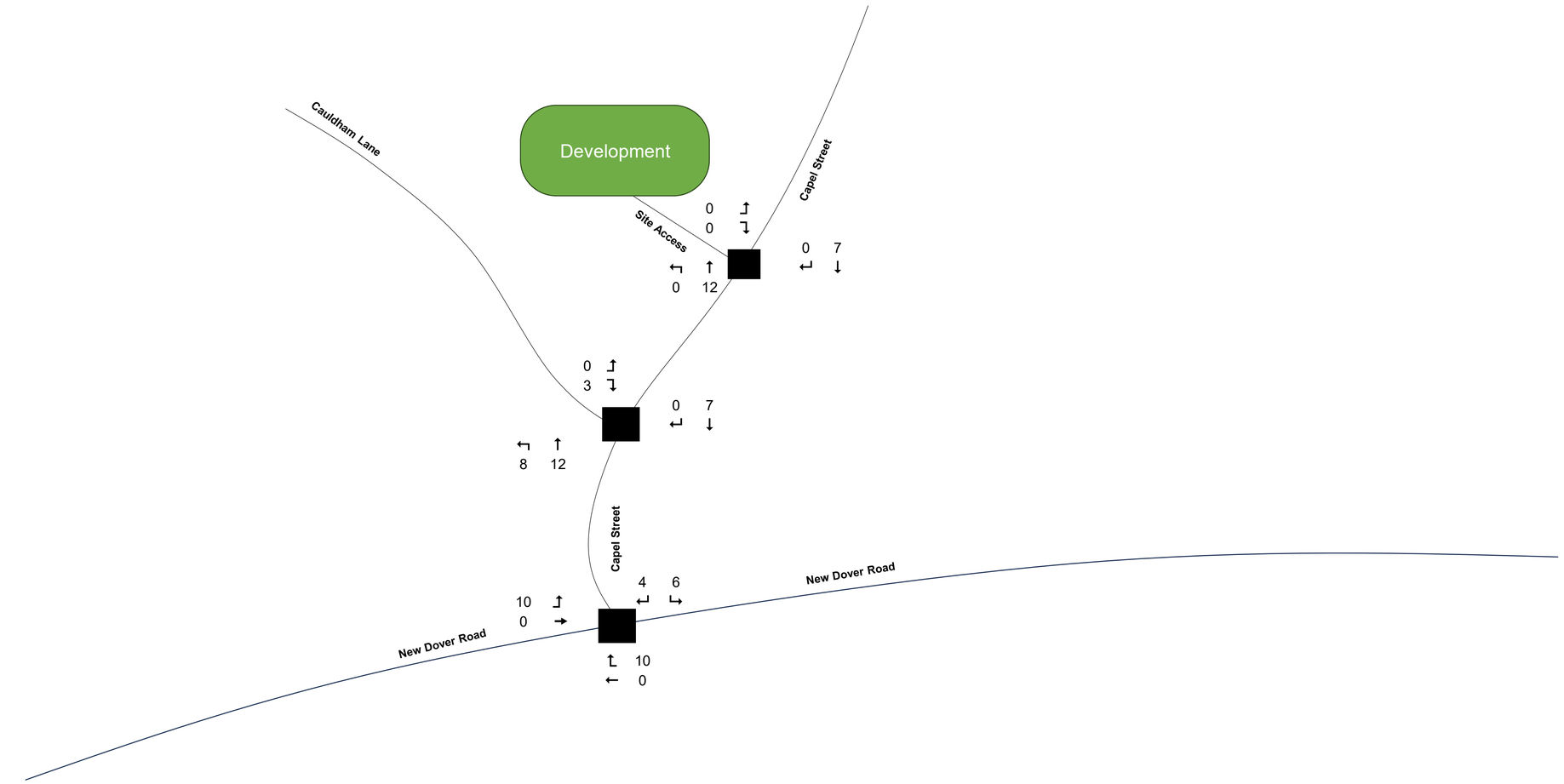
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: PM 19/00669 Committed Development Flows
		Figure: Figure 6.10



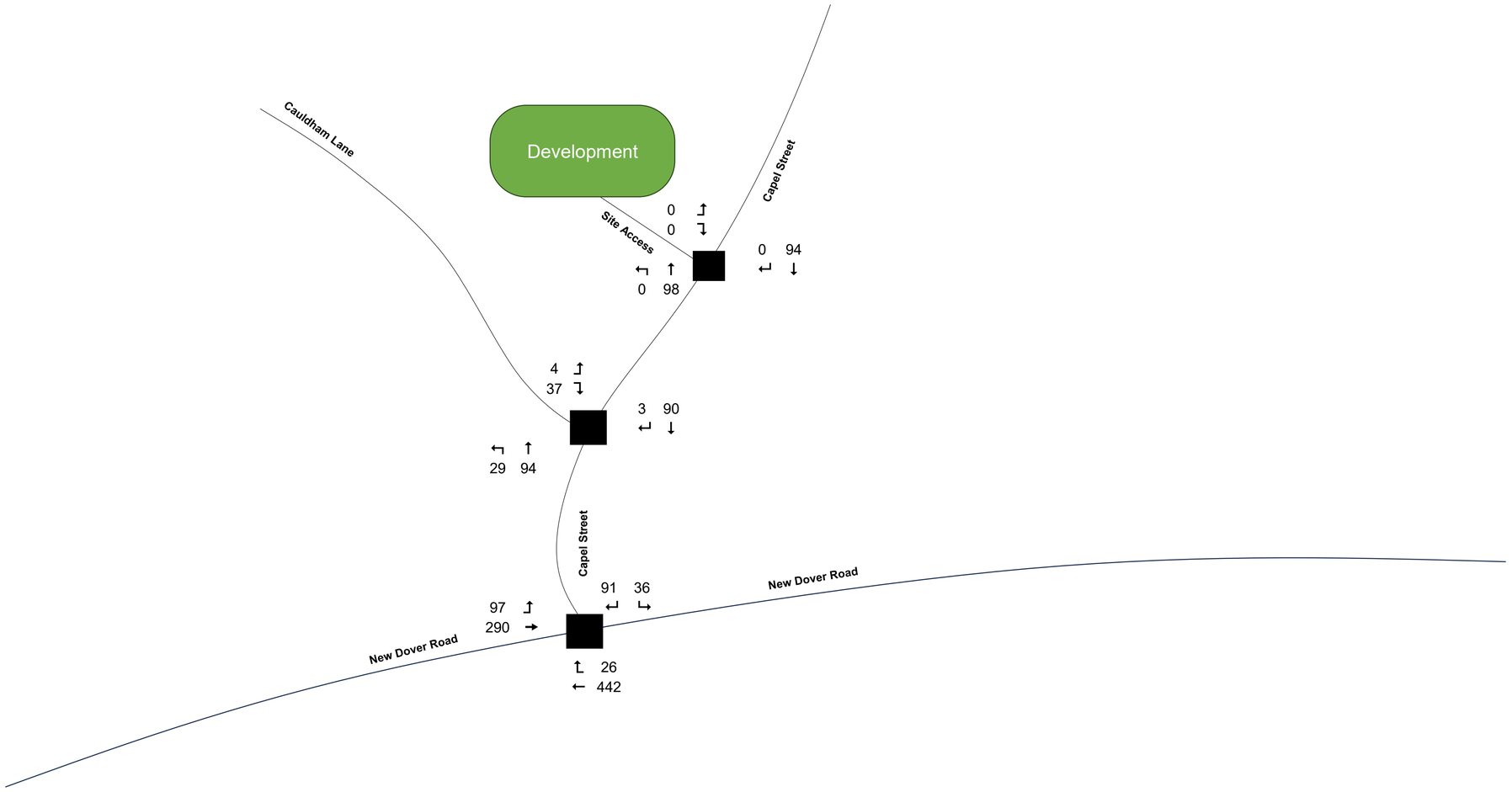
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: AM Committed Development Flows Total
		Figure: Figure 6.11



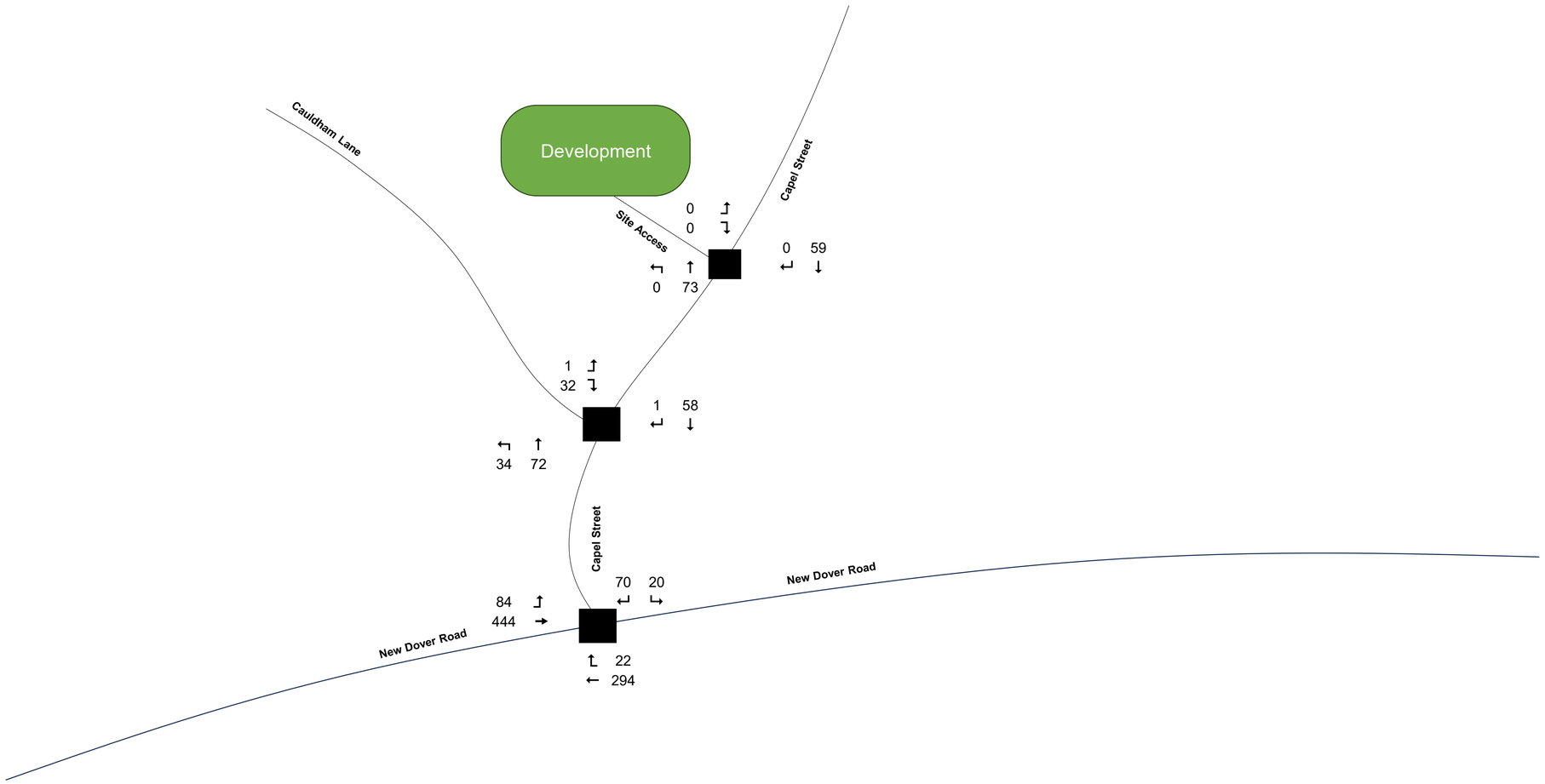
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: PM Committed Development Flows Total
		Figure: Figure 6.12



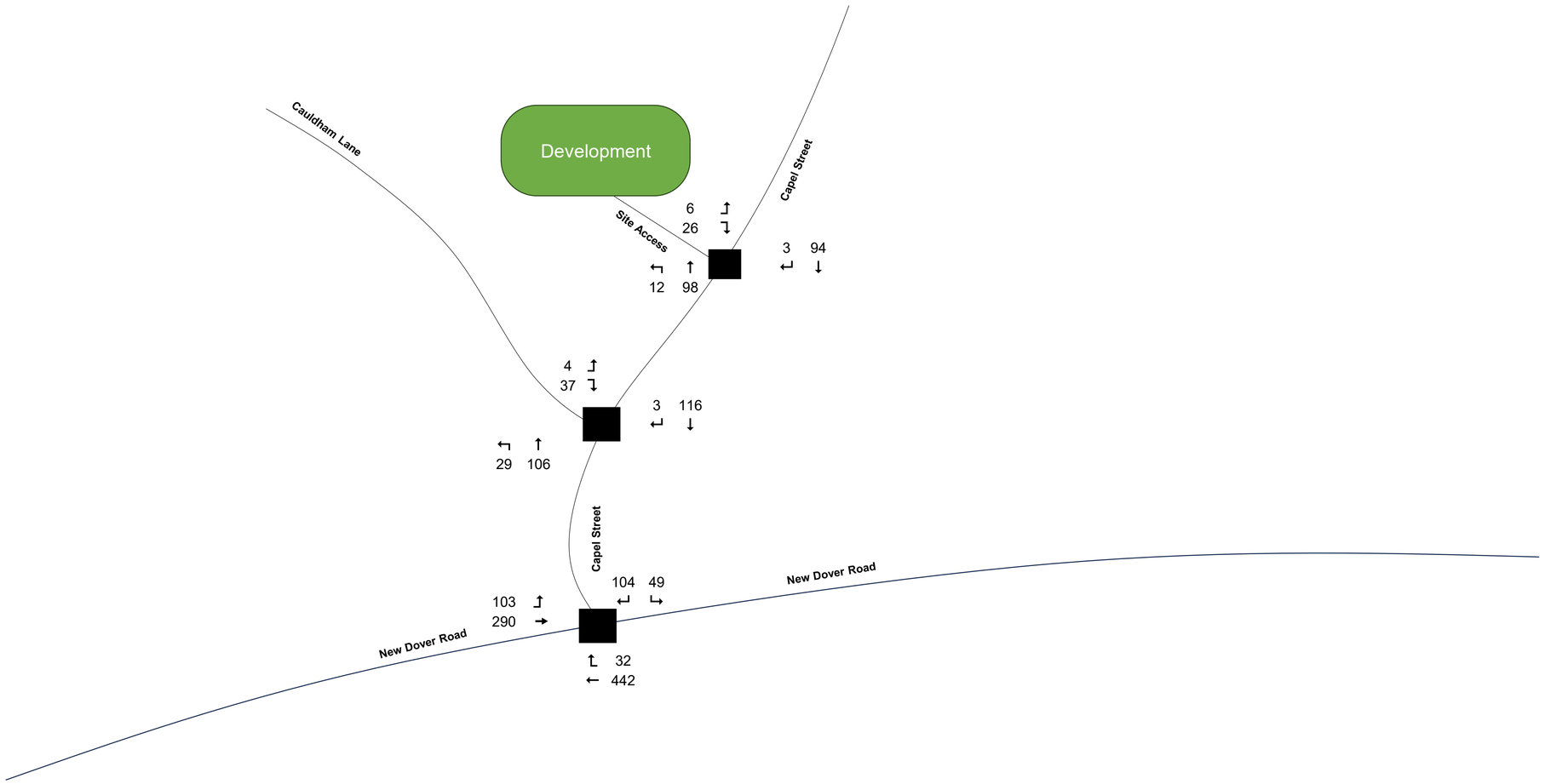
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: 18-027-EXL-004	Project: Capel Street, Capel Le Ferne
	Date: 15/02/2024	Scenario: 2029 AM Do Minimum Scenario
		Figure: Figure 6.13



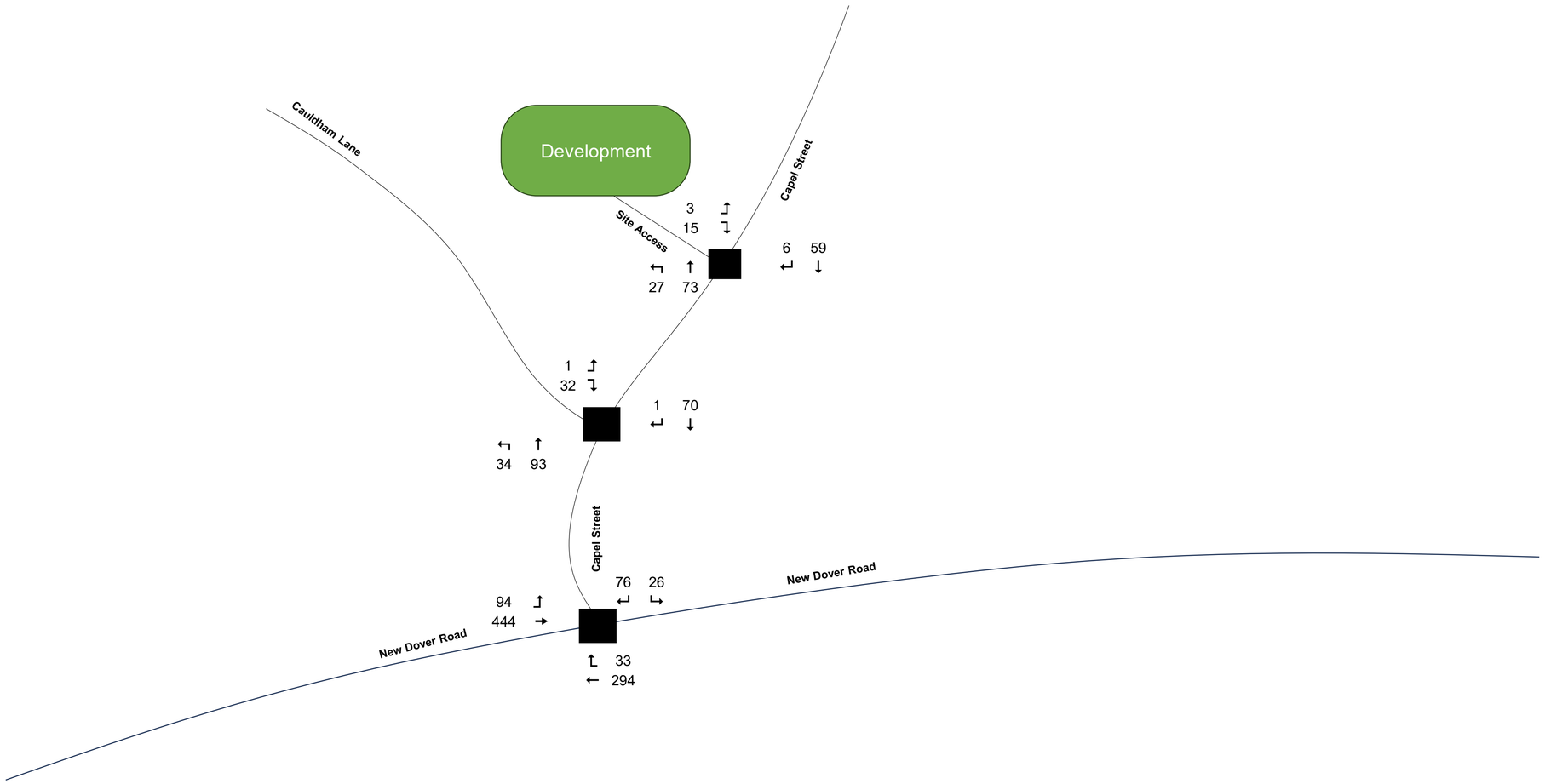
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: **18-027-EXL-004**	Project: **Capel Street, Capel Le Ferne**
	Date: **15/02/2024**	Scenario: **2029 PM Do Minimum Scenario**
		Figure: **Figure 6.14**



All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: **18-027-EXL-004**	Project: **Capel Street, Capel Le Ferne**
	Date: **15/02/2024**	Scenario: **2029 AM Do Something Scenario**
		Figure: **Figure 6.15**



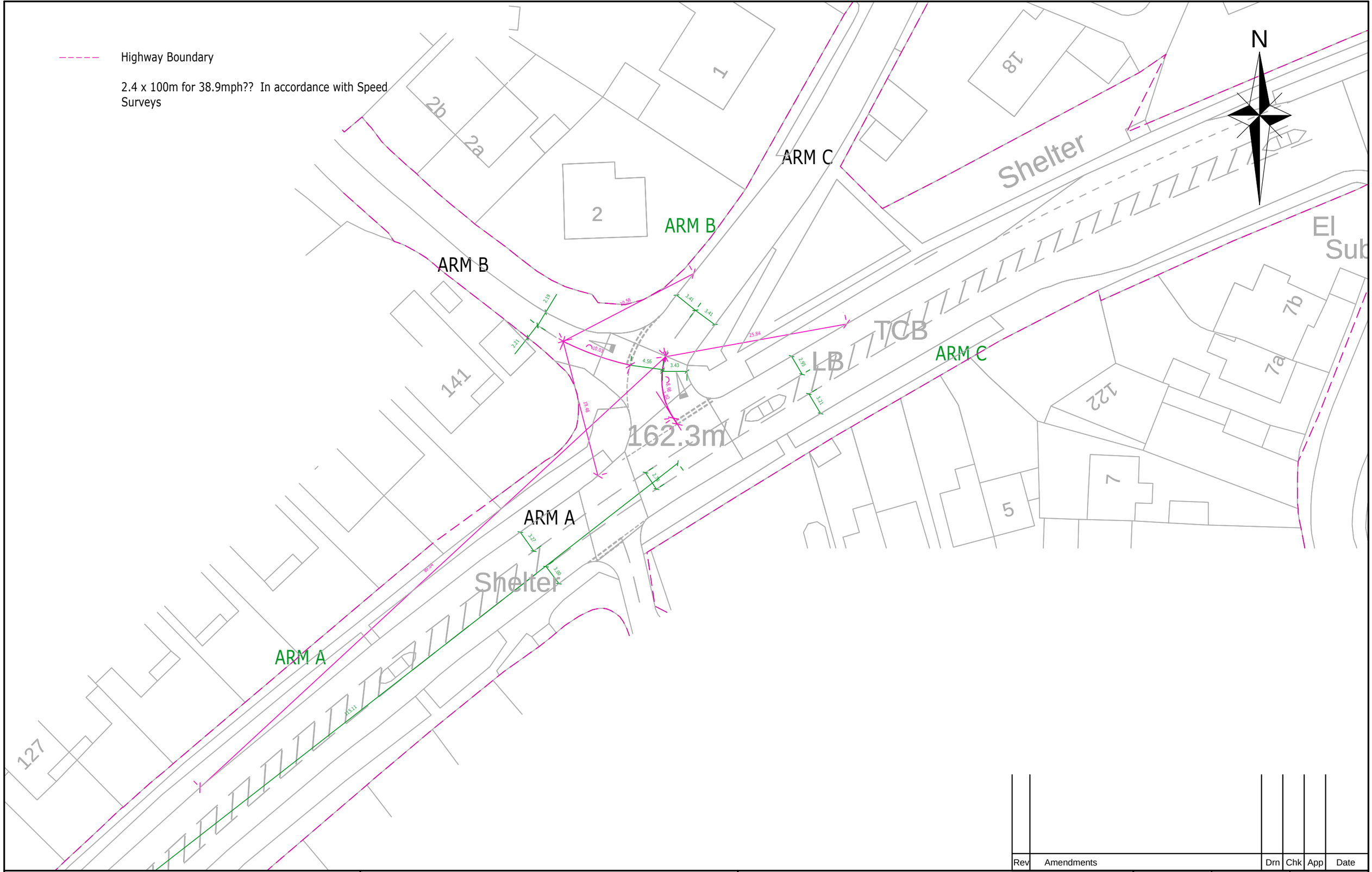
All values are in Passenger Car Units (PCUs) unless stated otherwise.

Charles & Associates	File: **18-027-EXL-004**	Project: **Capel Street, Capel Le Ferne**
	Date: **15/02/2024**	Scenario: **2029 PM Do Something Scenario**
		Figure: **Figure 6.16**

Appendix I PICADY Reports

Highway Boundary

2.4 x 100m for 38.9mph?? In accordance with Speed Surveys



Rev	Amendments	Drn	Chk	App	Date

Issued by ☐ Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

☐ Park House, Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent ME20 6SN
01732 448120

Job Title: Capel Street, Capel-Le-Ferne

Drawing Title: New Road - Capel Street Geometry

Client: Quinn Estates Ltd.

Scale	Date	Designed
1:500	20/07/2020	

Drawn	Checked	Approved
OM	CG	SW

Job No	Drawing No	Rev
18-027	DRAWING N0	003

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2023-10-17 - New Dover Rd_Capel Street.j9
Path: Z:\Shared\Projects\18-027 Capel Street, Capel Le Ferne\Trans\Picady
Report generation date: 07/02/2024 11:32:53

»2029 Do Minimum, AM
»2029 Do Minimum, PM
»2029 Do Something, AM
»2029 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Do Minimum									
Stream B-AC	D1	0.5	12.70	0.33	B	D2	0.3	12.18	0.25	B
Stream C-AB		0.1	6.34	0.05	A		0.0	6.89	0.05	A
	2029 Do Something									
Stream B-AC	D3	0.6	13.91	0.39	B	D4	0.4	12.75	0.28	B
Stream C-AB		0.1	6.38	0.06	A		0.1	7.00	0.07	A

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

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

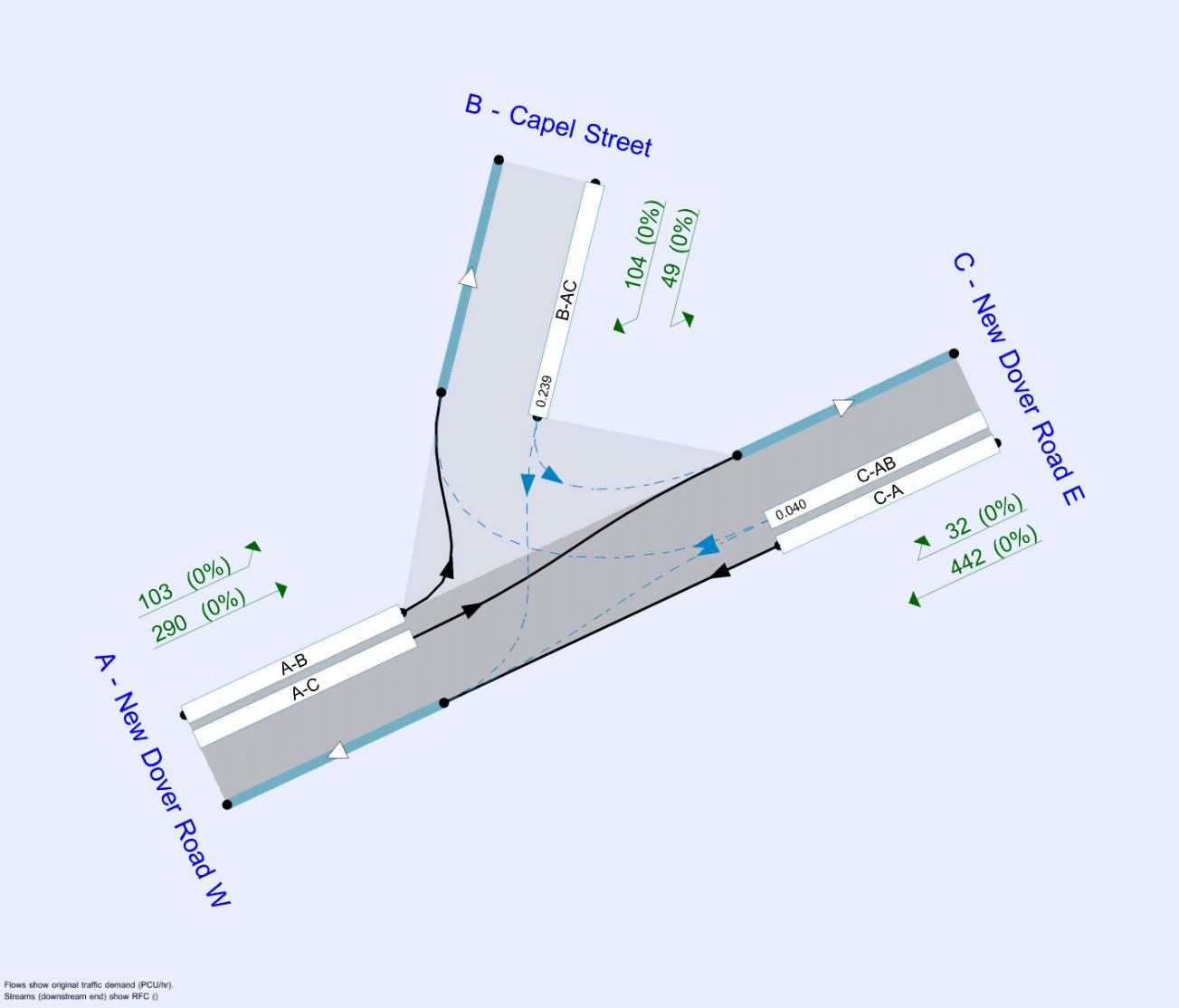
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-WKS15\Dan
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Dover Road W		Major
B	Capel Street		Minor
C	New Dover Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - New Dover Road E	6.20		✓	2.80	120.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Capel Street	One lane	3.50	26	90

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	557	0.101	0.254	0.160	0.363
B-C	715	0.109	0.274	-	-
C-B	685	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	387	100.000
B - Capel Street		✓	127	100.000
C - New Dover Road E		✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	97	290
	B - Capel Street	91	0	36
	C - New Dover Road E	442	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.70	0.5	B
C-AB	0.05	6.34	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	96	478	0.200	95	0.2	9.361	A
C-AB	20	619	0.032	20	0.0	6.001	A
C-A	332			332			
A-B	73			73			
A-C	218			218			

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-AC	114	455	0.251	114	0.3	10.532	B
C-AB	24	610	0.039	24	0.0	6.147	A
C-A	397			397			
A-B	87			87			
A-C	261			261			

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-AC	140	423	0.330	139	0.5	12.650	B
C-AB	30	598	0.050	30	0.1	6.340	A
C-A	485			485			
A-B	107			107			
A-C	319			319			

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-AC	140	423	0.330	140	0.5	12.702	B
C-AB	30	598	0.050	30	0.1	6.340	A
C-A	485			485			
A-B	107			107			
A-C	319			319			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	455	0.251	115	0.3	10.590	B
C-AB	24	610	0.039	24	0.0	6.148	A
C-A	397			397			
A-B	87			87			
A-C	261			261			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	478	0.200	96	0.3	9.425	A
C-AB	20	619	0.032	20	0.0	6.006	A
C-A	332			332			
A-B	73			73			
A-C	218			218			

2029 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	528	100.000
B - Capel Street		✓	90	100.000
C - New Dover Road E		✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	84	444
	B - Capel Street	70	0	20
	C - New Dover Road E	294	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	12.18	0.3	B
C-AB	0.05	6.89	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	68	456	0.149	67	0.2	9.251	A
C-AB	17	587	0.029	17	0.0	6.308	A
C-A	221			221			
A-B	63			63			
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-AC	81	430	0.188	81	0.2	10.298	B
C-AB	20	570	0.035	20	0.0	6.547	A
C-A	264			264			
A-B	76			76			
A-C	399			399			

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-AC	99	395	0.251	99	0.3	12.149	B
C-AB	25	547	0.045	25	0.0	6.892	A
C-A	323			323			
A-B	92			92			
A-C	489			489			

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-AC	99	395	0.251	99	0.3	12.183	B
C-AB	25	547	0.045	25	0.0	6.892	A
C-A	323			323			
A-B	92			92			
A-C	489			489			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	430	0.188	81	0.2	10.334	B
C-AB	20	570	0.035	20	0.0	6.551	A
C-A	264			264			
A-B	76			76			
A-C	399			399			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	456	0.149	68	0.2	9.295	A
C-AB	17	587	0.029	17	0.0	6.311	A
C-A	221			221			
A-B	63			63			
A-C	334			334			

2029 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	393	100.000
B - Capel Street		✓	153	100.000
C - New Dover Road E		✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	103	290
	B - Capel Street	104	0	49
	C - New Dover Road E	442	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.91	0.6	B
C-AB	0.06	6.38	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	115	483	0.239	114	0.3	9.726	A
C-AB	25	621	0.040	24	0.0	6.035	A
C-A	332			332			
A-B	78			78			
A-C	218			218			

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-AC	138	460	0.299	137	0.4	11.143	B
C-AB	30	612	0.049	30	0.1	6.184	A
C-A	396			396			
A-B	93			93			
A-C	261			261			

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-AC	168	427	0.394	168	0.6	13.818	B
C-AB	37	602	0.062	37	0.1	6.376	A
C-A	485			485			
A-B	113			113			
A-C	319			319			

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-AC	168	427	0.394	168	0.6	13.906	B
C-AB	37	602	0.062	37	0.1	6.379	A
C-A	485			485			
A-B	113			113			
A-C	319			319			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	460	0.299	138	0.4	11.235	B
C-AB	30	612	0.049	30	0.1	6.188	A
C-A	396			396			
A-B	93			93			
A-C	261			261			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	483	0.239	116	0.3	9.817	A
C-AB	25	621	0.040	25	0.0	6.038	A
C-A	332			332			
A-B	78			78			
A-C	218			218			

2029 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	538	100.000
B - Capel Street		✓	102	100.000
C - New Dover Road E		✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	94	444
	B - Capel Street	76	0	26
	C - New Dover Road E	294	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	12.75	0.4	B
C-AB	0.07	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	77	457	0.168	76	0.2	9.423	A
C-AB	25	588	0.043	25	0.0	6.390	A
C-A	221			221			
A-B	71			71			
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-AC	92	431	0.213	91	0.3	10.592	B
C-AB	30	572	0.053	30	0.1	6.644	A
C-A	264			264			
A-B	85			85			
A-C	399			399			

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-AC	112	395	0.285	112	0.4	12.707	B
C-AB	38	552	0.069	38	0.1	7.004	A
C-A	322			322			
A-B	103			103			
A-C	489			489			

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-AC	112	395	0.285	112	0.4	12.750	B
C-AB	38	552	0.069	38	0.1	7.004	A
C-A	322			322			
A-B	103			103			
A-C	489			489			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	431	0.213	92	0.3	10.640	B
C-AB	30	572	0.053	30	0.1	6.648	A
C-A	264			264			
A-B	85			85			
A-C	399			399			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	457	0.168	77	0.2	9.478	A
C-AB	25	588	0.043	25	0.0	6.393	A
C-A	221			221			
A-B	71			71			
A-C	334			334			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: 2023-11-23 - Access_Capel Street.j9
Path: Z:\Shared\Projects\18-027 Capel Street, Capel Le Ferne\Trans\Picady
Report generation date: 31/01/2024 12:42:34

»2029 Do Minimum, AM
»2029 Do Minimum, PM
»2029 Do Something, AM
»2029 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Do Minimum									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 Do Something									
Stream B-AC	D3	0.1	8.33	0.08	A	D4	0.0	7.95	0.04	A
Stream C-AB		0.0	5.26	0.01	A		0.0	5.40	0.01	A

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

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

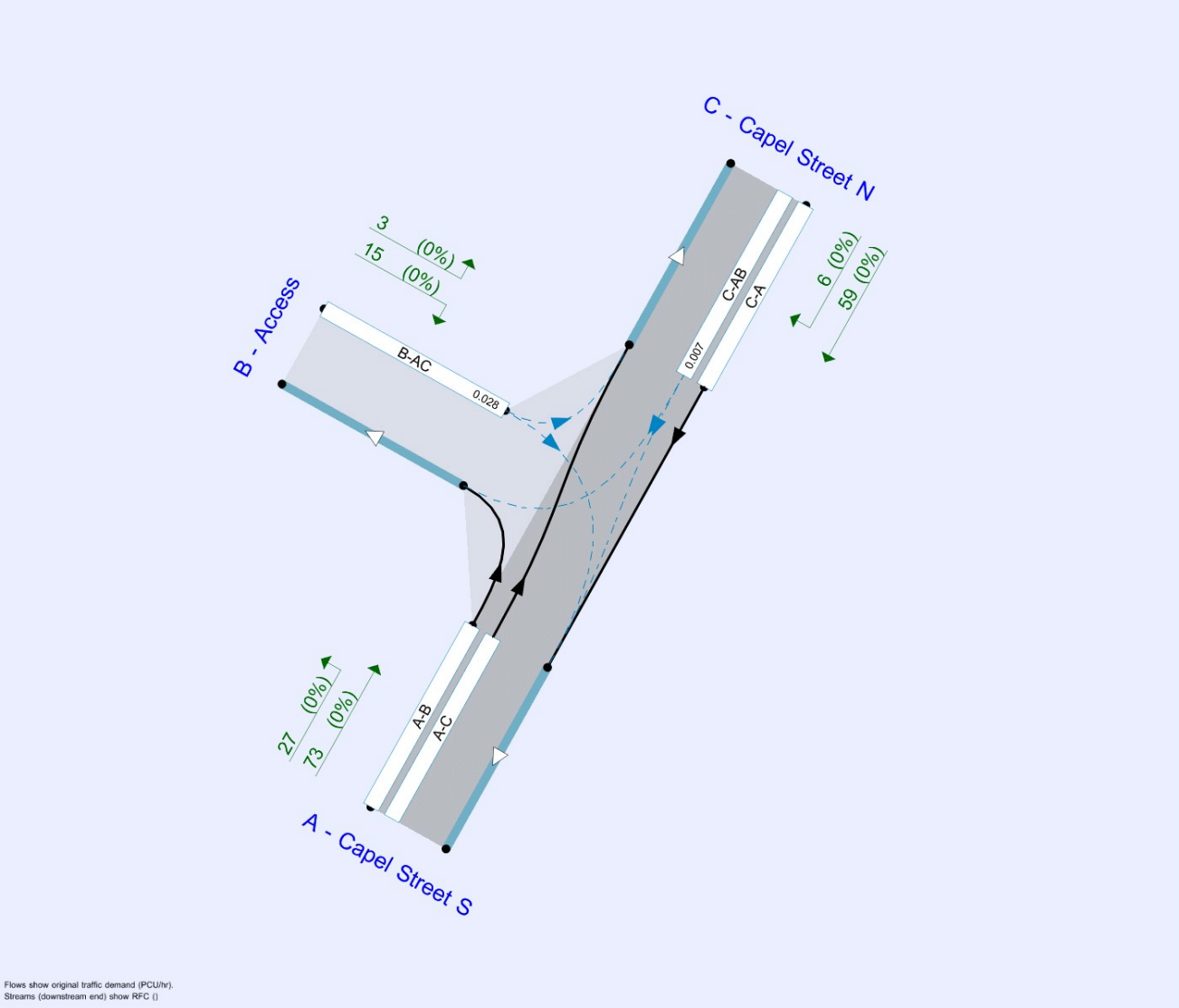
File summary

File Description

Title	
Location	
Site number	
Date	23/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-LTP06\Olivia McGarrick
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Capel Street S		Major
B	Access		Minor
C	Capel Street N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Capel Street N	7.60			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access	One lane	2.75	20	22

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	483	0.082	0.207	0.130	0.295
B-C	622	0.089	0.224	-	-
C-B	661	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	98	100.000
B - Access		✓	0	100.000
C - Capel Street N		✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	98
	B - Access	0	0	0
	C - Capel Street N	94	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	74			74			

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-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	640	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	0			0			
A-C	88			88			

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-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	635	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	0			0			
A-C	108			108			

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-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	635	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	0			0			
A-C	108			108			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	640	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	0			0			
A-C	88			88			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	74			74			

2029 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	73	100.000
B - Access		✓	0	100.000
C - Capel Street N		✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	73
	B - Access	0	0	0
	C - Capel Street N	59	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	55			55			

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-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	645	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	66			66			

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-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	65			65			
A-B	0			0			
A-C	80			80			

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-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	65			65			
A-B	0			0			
A-C	80			80			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	645	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	66			66			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	55			55			

2029 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	110	100.000
B - Access		✓	32	100.000
C - Capel Street N		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	12	98
	B - Access	26	0	6
	C - Capel Street N	94	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.33	0.1	A
C-AB	0.01	5.26	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	24	479	0.050	24	0.1	7.910	A
C-AB	3	687	0.004	3	0.0	5.261	A
C-A	71			71			
A-B	9			9			
A-C	74			74			

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-AC	29	474	0.061	29	0.1	8.085	A
C-AB	3	692	0.004	3	0.0	5.226	A
C-A	84			84			
A-B	11			11			
A-C	88			88			

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-AC	35	467	0.075	35	0.1	8.332	A
C-AB	4	699	0.006	4	0.0	5.177	A
C-A	103			103			
A-B	13			13			
A-C	108			108			

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-AC	35	467	0.075	35	0.1	8.334	A
C-AB	4	699	0.006	4	0.0	5.177	A
C-A	103			103			
A-B	13			13			
A-C	108			108			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	474	0.061	29	0.1	8.090	A
C-AB	3	692	0.004	3	0.0	5.226	A
C-A	84			84			
A-B	11			11			
A-C	88			88			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	479	0.050	24	0.1	7.918	A
C-AB	3	687	0.004	3	0.0	5.263	A
C-A	71			71			
A-B	9			9			
A-C	74			74			

2029 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	100	100.000
B - Access		✓	18	100.000
C - Capel Street N		✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	27	73
	B - Access	15	0	3
	C - Capel Street N	59	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.95	0.0	A
C-AB	0.01	5.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-AC	14	482	0.028	13	0.0	7.685	A
C-AB	5	671	0.007	5	0.0	5.399	A
C-A	44			44			
A-B	20			20			
A-C	55			55			

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-AC	16	478	0.034	16	0.0	7.795	A
C-AB	6	674	0.009	6	0.0	5.390	A
C-A	53			53			
A-B	24			24			
A-C	66			66			

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-AC	20	473	0.042	20	0.0	7.949	A
C-AB	7	677	0.011	7	0.0	5.377	A
C-A	64			64			
A-B	30			30			
A-C	80			80			

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-AC	20	473	0.042	20	0.0	7.949	A
C-AB	7	677	0.011	7	0.0	5.379	A
C-A	64			64			
A-B	30			30			
A-C	80			80			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	478	0.034	16	0.0	7.797	A
C-AB	6	674	0.009	6	0.0	5.390	A
C-A	53			53			
A-B	24			24			
A-C	66			66			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	482	0.028	14	0.0	7.689	A
C-AB	5	671	0.007	5	0.0	5.400	A
C-A	44			44			
A-B	20			20			
A-C	55			55			