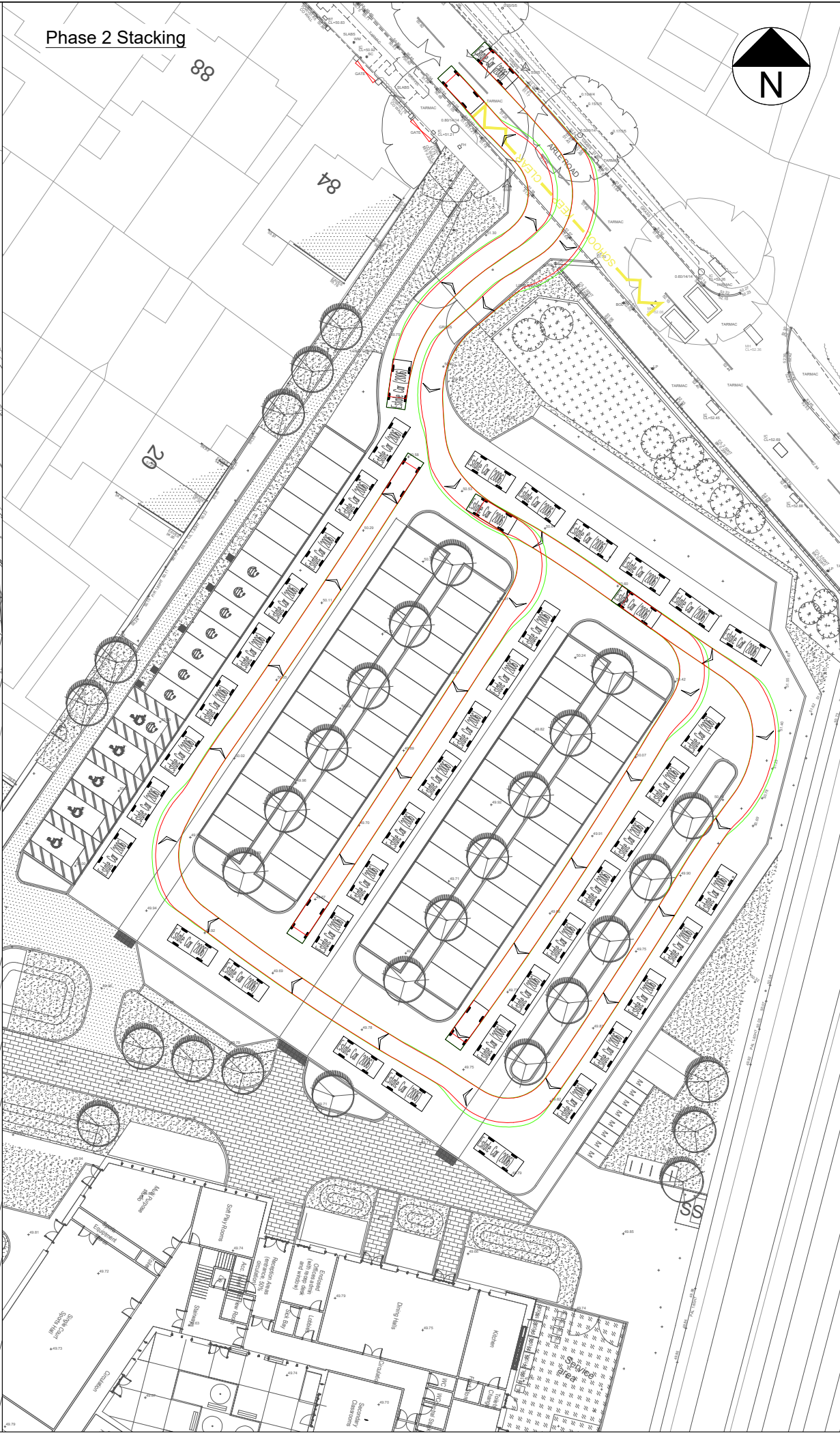
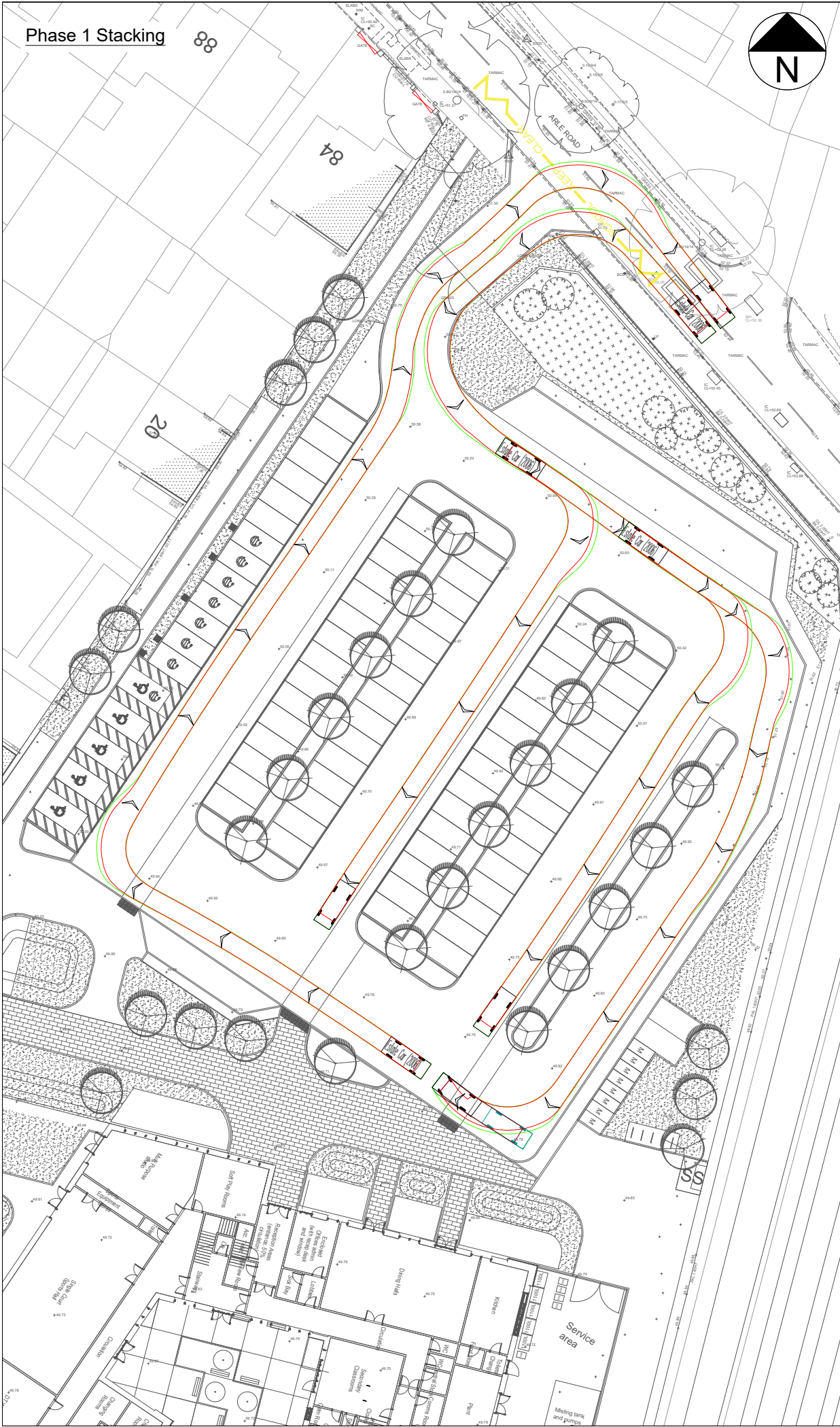
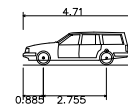




- Notes:
1. Do not scale from this drawing. All dimensions are in meters, unless stated otherwise.
 2. This drawing is based on topographical survey data provided by Solum Surveying Ltd (Drawing Number 14273-Rev R1) dated 28.05.25.
 3. The site layout has been provided by Rappor, Drawing Number NSSC-RAP-XX-XX-D-L-002101 REV P07.
 4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

Rev	Date	Details	By	Chkd	Appd

rappor



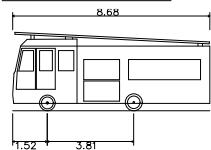
rappor.co.uk

CLIENT:	Kier Construction
PROJECT:	Cheltenham New Special School
TITLE:	Swept Path Analysis: Estate Car - Stacking
STATUS:	PLANNING
DRAWING NO:	250356-RAP-XX-XX-TP-DR-4101
REVISION:	-
1:500	



- Notes:
1. Do not scale from this drawing. All dimensions are in meters, unless stated otherwise.
 2. This drawing is based on topographical survey data provided by Solum Surveying Ltd (Drawing Number 14273-Rev R1) dated 28.05.25.
 3. The site layout has been provided by Rappor, Drawing Number NSSC-RAP-XX-XX-D-L-002101 REV P07.
 4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

Rev	Date	Details	By	Chkd	Appd

rappor



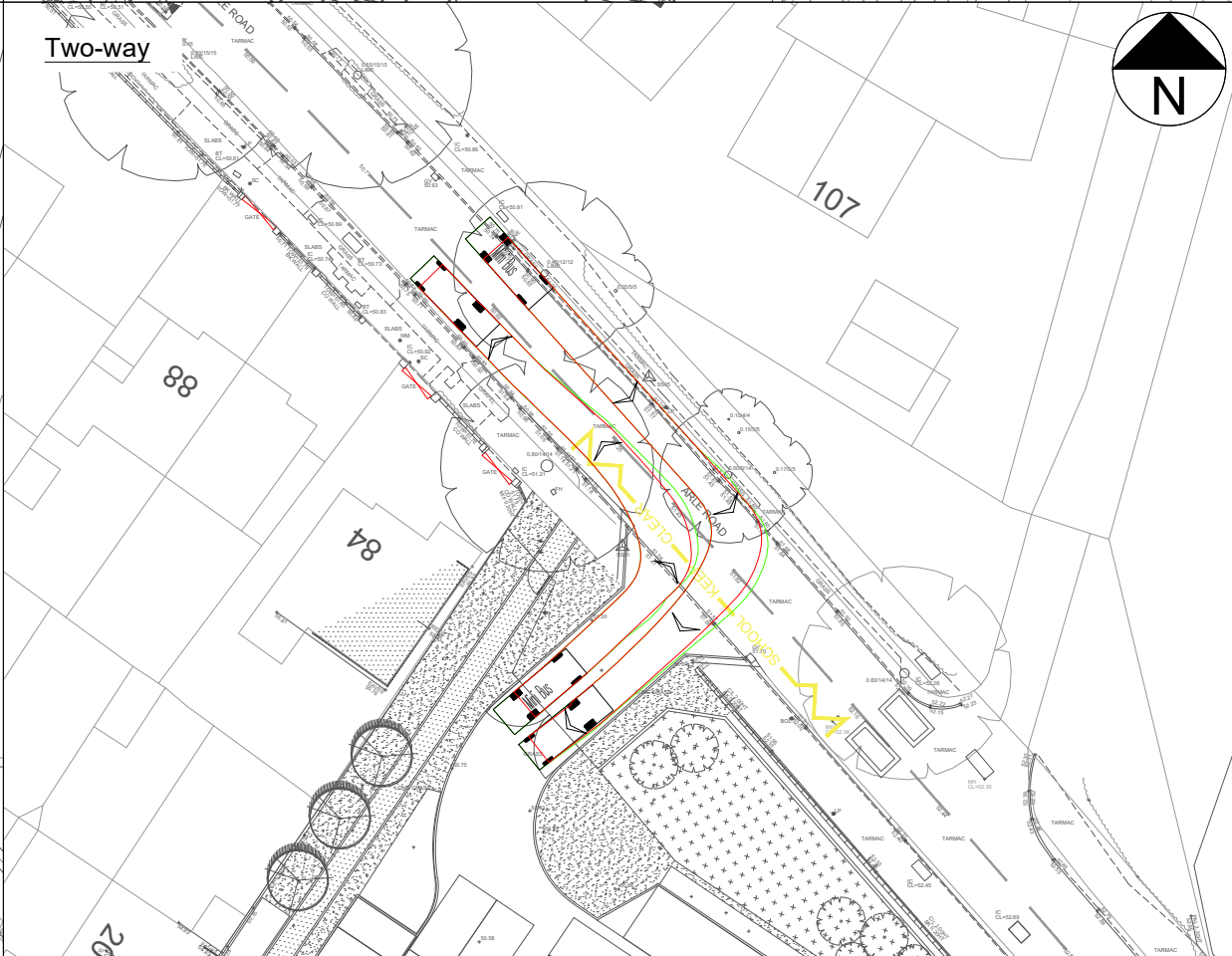
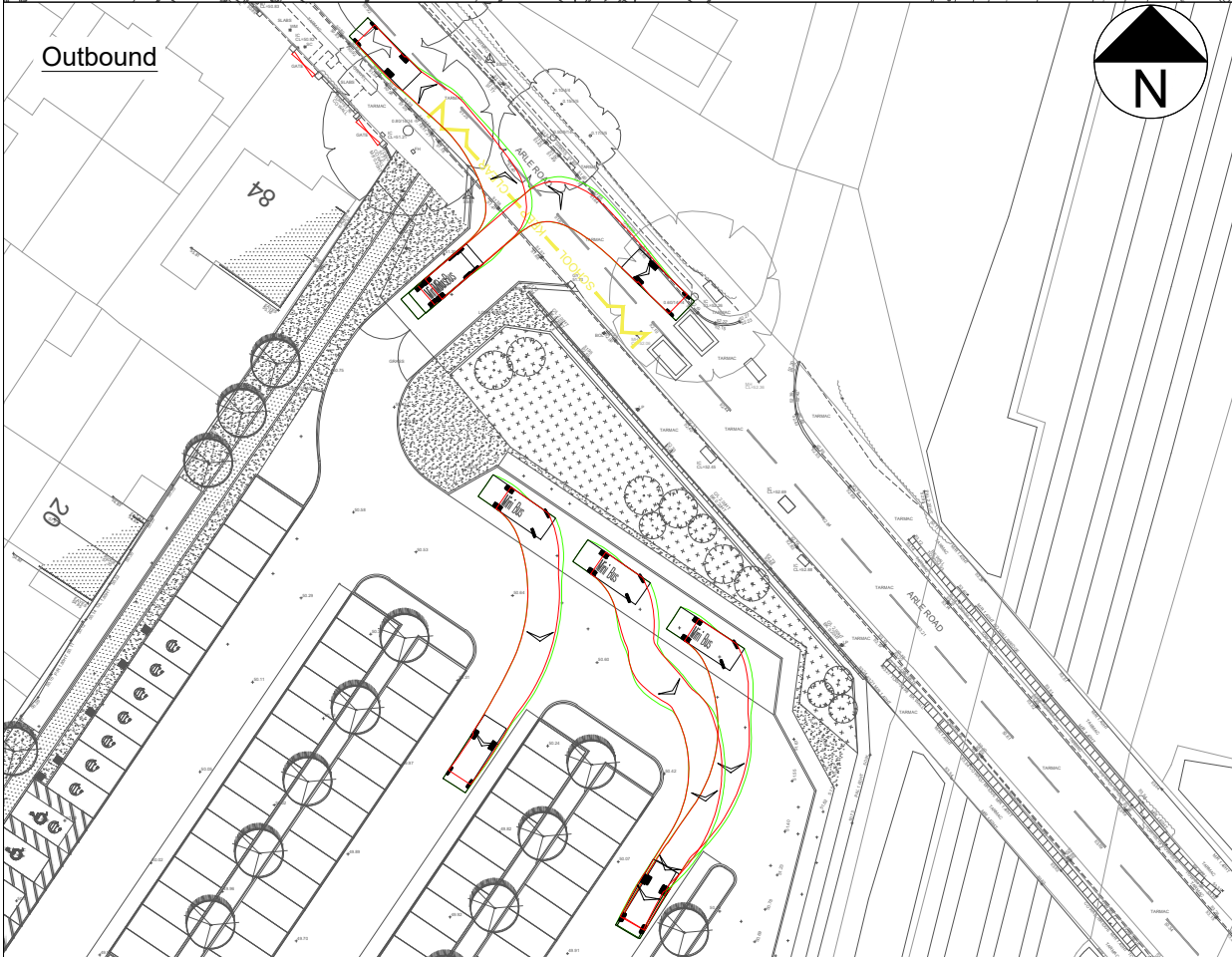
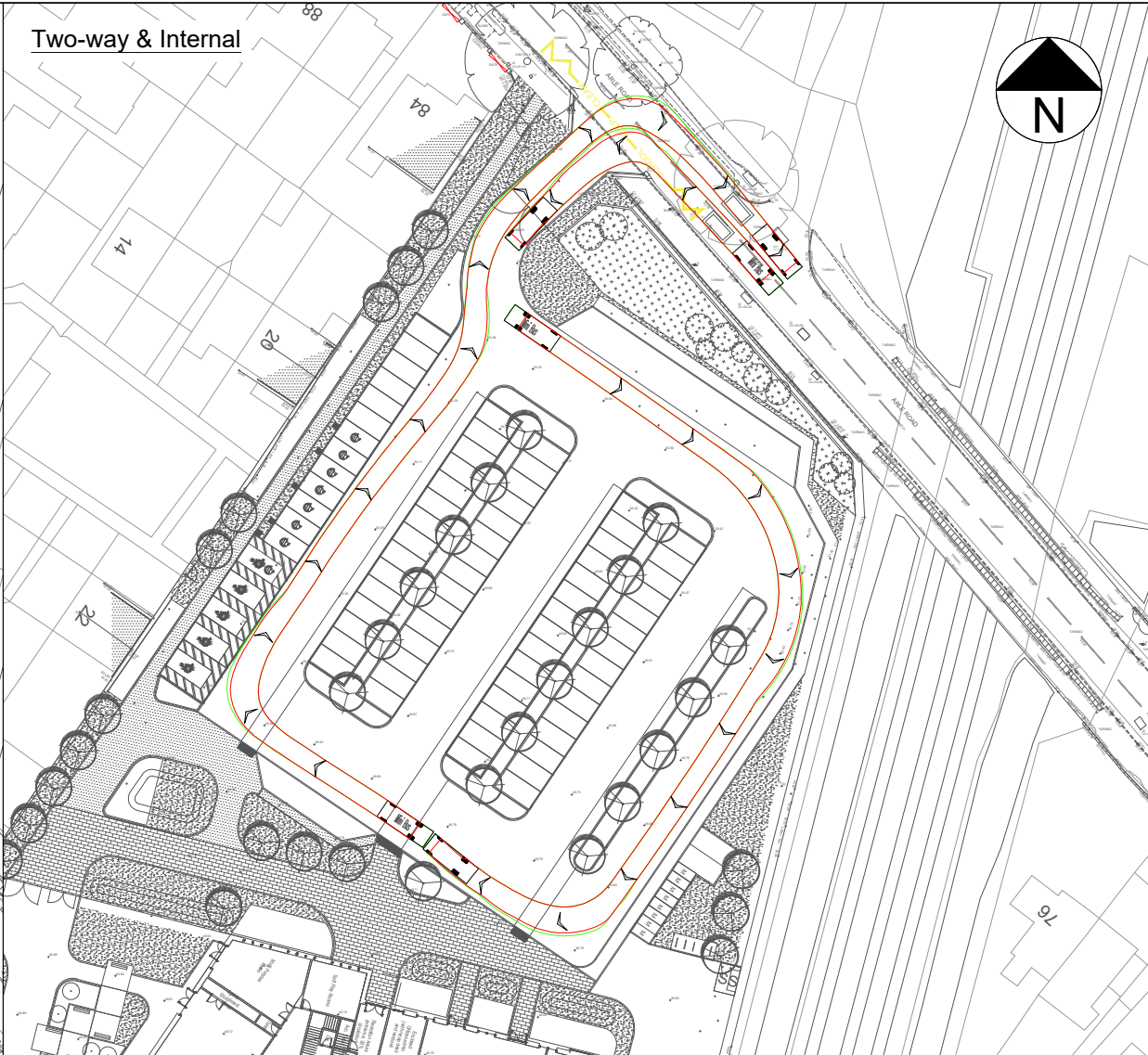
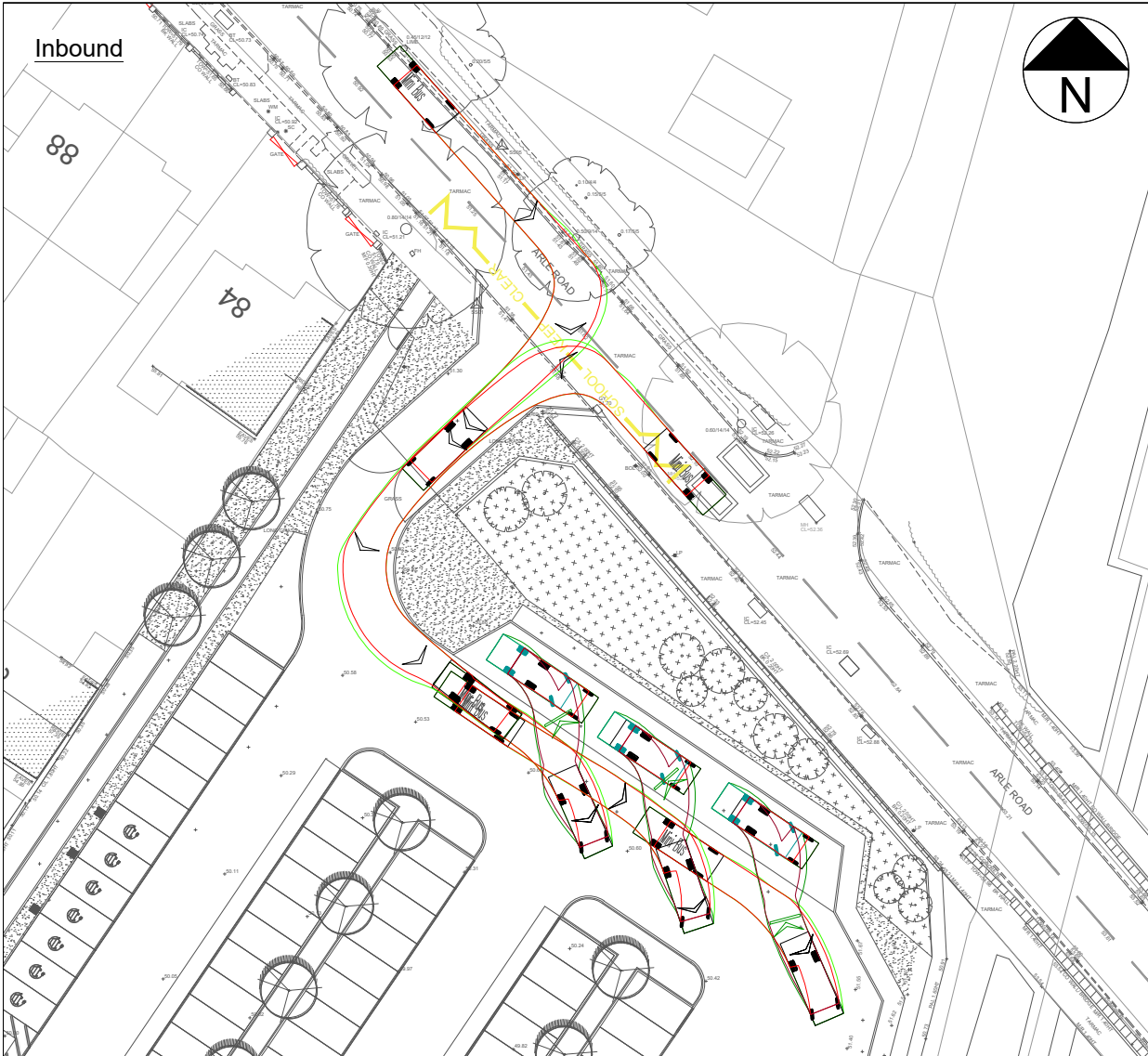
rappor.co.uk

CLIENT: Kier Construction

PROJECT: Cheltenham New Special School

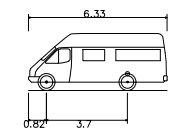
TITLE: Swept Path Analysis: Fire Tender

STATUS: PLANNING	1:500 1:1000
DRAWING NO: 250356-RAP-XX-XX-TP-DR-4102	REVISION: -



- Notes:
1. Do not scale from this drawing. All dimensions are in meters, unless stated otherwise.
 2. This drawing is based on topographical survey data provided by Solum Surveying Ltd (Drawing Number 14273-Rev R1) dated 28.05.25.
 3. The site layout has been provided by Rappor, Drawing Number NSSC-RAP-XX-XX-D-L-002101 REV P07.
 4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile



Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m

Rev	Date	Details	By	Chkd	Appd

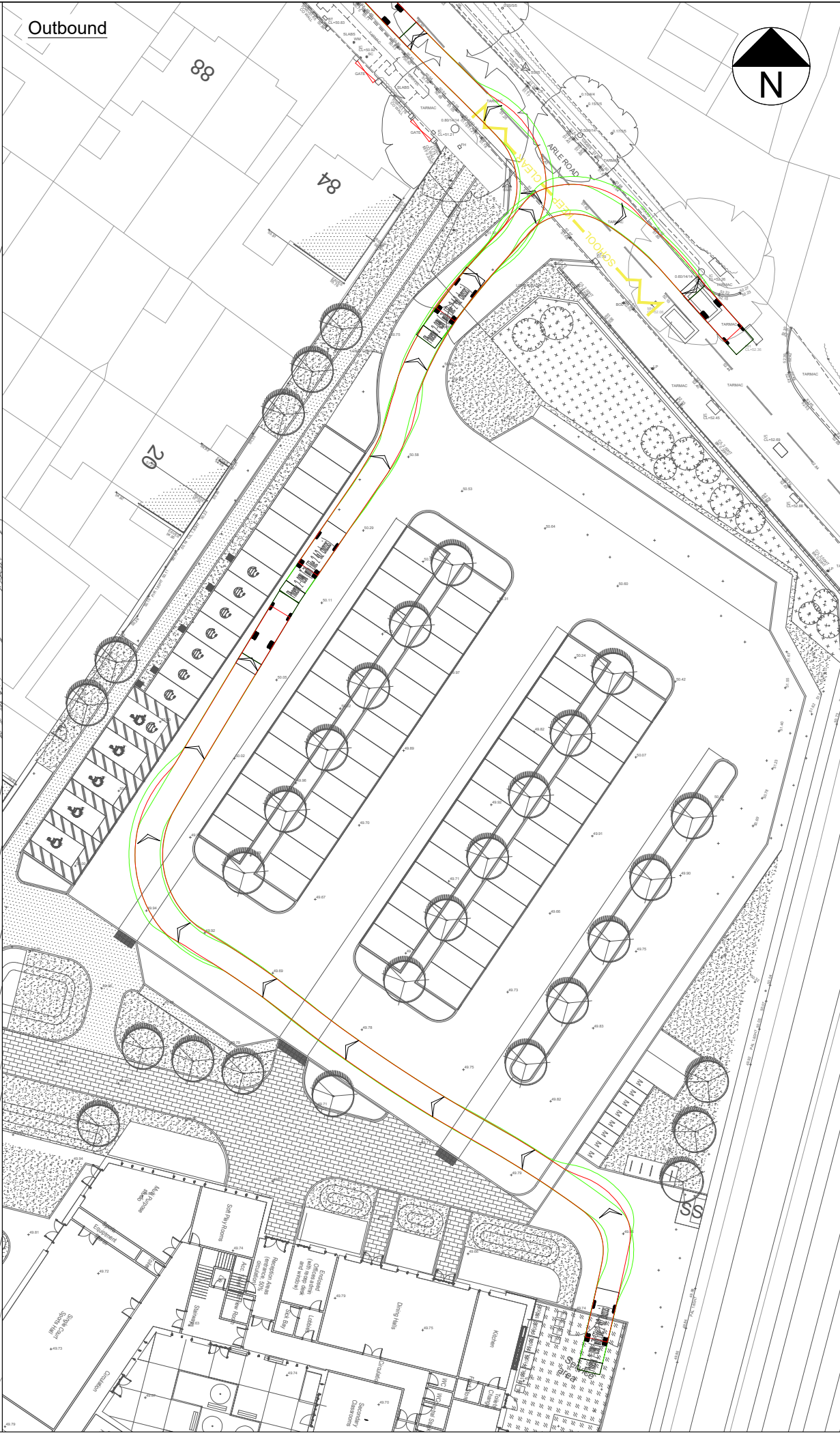
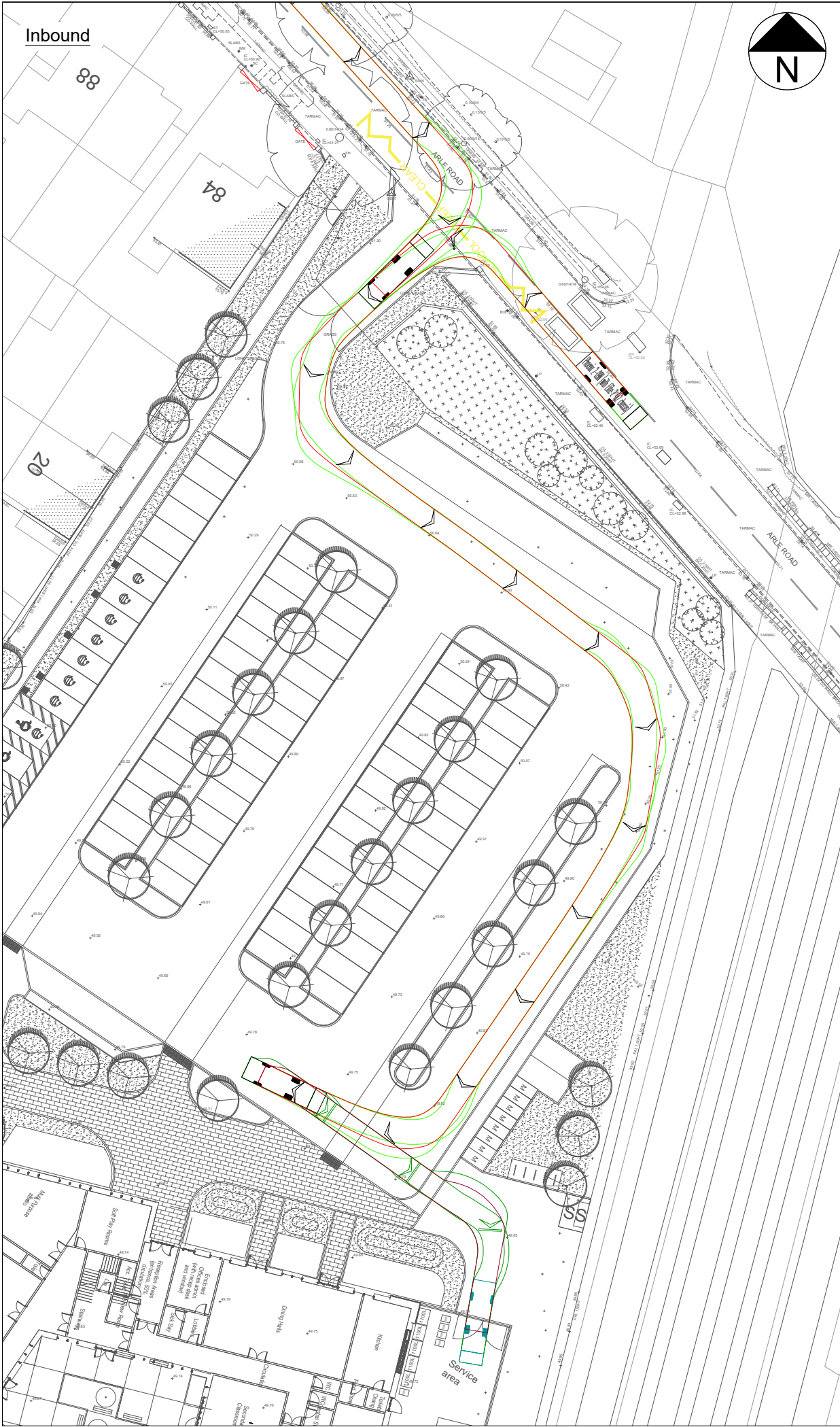
rappor



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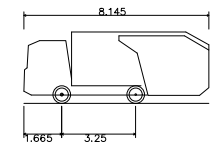
CLIENT: Kier Construction
PROJECT: Cheltenham New Special School
TITLE: Swept Path Analysis: Minibus

STATUS: PLANNING
DRAWING NO: 250356-RAP-XX-XX-TP-DR-4103
1:500
1:1000
REVISION: -



- Notes:
1. Do not scale from this drawing. All dimensions are in meters, unless stated otherwise.
 2. This drawing is based on topographical survey data provided by Solum Surveying Ltd (Drawing Number 14273-Rev R1) dated 28.05.25.
 3. The site layout has been provided by Rappor, Drawing Number NSSC-RAP-XX-XX-D-L-002101 REV P07.
 4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile



Phoenix 2-09N (with Elite 2 4x2 chassis)
Overall Length 8.145m
Overall Width 2.230m
Overall Body Height 3.153m
Min Body Ground Clearance 0.358m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.800m

Rev	Date	Details	By	Chkd	Appd

rappor



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CLIENT: Kier Construction
PROJECT: Cheltenham New Special School
TITLE: Swept Path Analysis: Refuse Vehicle

STATUS: PLANNING	1:500
DRAWING NO: 250356-RAP-XX-XX-TP-DR-4104	REVISION: -



Appendix L – Road Safety Audit Brief

Table C.1 Project Summary

Date:	13.10.25
Document reference	250356 Stage 1 RSA Brief
Prepared by	Rappor Consultants Ltd
AUTHORISATION SHEET	
Project:	Cheltenham SEN School
Report title:	Stage 1 Road Safety Audit
PREPARED BY:	
Name:	Rowena Cameron
Signed:	RCAMERON
Design Organisation:	Rappor Consultants Ltd
Date:	13.10.25
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION	
Name:	
Signed	
Overseeing Organisation:	Gloucestershire County Council
Date:	

Table C.2 General Details

General details					
Highway scheme name and road number (A and B roads only)			Arle Road, Cheltenham		
Type Of Scheme:			Access, School Safety Zone and traffic calming in the form of an additional set of cushions		
RSA Stage (tick as appropriate)	1	2	3	4	Interim
	X				
RSA team membership					
TBC					
Design organisation details					
Rappor Consultants Ltd					
Terms of reference					
Design Manual for Roads and Bridges, Manual for Streets, Manual for Gloucestershire's Streets, Traffic Signs Manual, LTN 01/07					

Table C.3 Scheme Details

Scheme description/objective
General Stage 1 Road Safety Audit for a for a new school for children with special educational needs and disabilities (SEND) on land owned by Gloucestershire County Council (GCC), located adjacent to Arle Road, Cheltenham. The proposed school will be an 'all-through' school for up to 200 primary and secondary pupils, anticipated to open during the academic year 2027 / 28. Pupils will range between 4-16 years old (Reception and key stages 1-4) with classes potentially organised along 'needs' rather than strict age criteria, and facilities provided to predominantly cater for ambulant children, however some children with have mobility challenges. Vehicular access into the site will be achieved from Arle Road located to the north of the site, in the vicinity of the existing maintenance access, comprising a vehicle crossover - 6m wide carriageway with 0.5m service margins either side, as requested by GCC within their pre-application advice. A separate 2m wide footway is to be provided at the northwestern extent of the site. In accordance with GCC School Safety Zone Guidance (April 2013) the proposed access arrangement shall include an advisory 20 mph school safety zone located along Arle Road in order to slow vehicle approach speeds in light of the proposed access and associated vehicles turning into and out of the school access. An additional set of traffic calming road cushions are also proposed to the east of the site access.
Design standards applied to the scheme design Manual for Gloucestershire Streets (visibility splay calculations) GCC School Safety Zone Guidance (April 2013) Traffic Signs Manual (School KEEP CLEAR Zig Zags) LTN 1/07
Design Speeds
20mph
Speed limits
Speed limit of Arle Road is 30mph. Rappor commissioned an independent traffic survey company (Auto Surveys Ltd) to install two Automatic Traffic Counters (ATCs) along Arle Road, located east and west of the anticipated access location. ATCs are undertaken using pneumatic tubes installed across the road that measure vehicles flows and traffic speed. The ATCs were installed for a 7-day period along Arle Road from Thursday 5th June to Wednesday 11th June (inclusive), outside of school holidays, in order to obtain typical flows and speeds along the road in accordance with good practice. The results of the surveys are summarised below in Tables 3.1 and 3.2.

Direction	Mean Speed (mph)	85th Percentile Speed (mph)
North-west bound	25.4	30.2
South-east bound	25.4	30.0

Table 3.1 Site 1 – East of Site Frontage (at the bridge)

Direction	Mean Speed (mph)	85th Percentile Speed (mph)
North-west bound	23.7	29.1
South-east bound	22.9	28.2

Table 3.2 Site 2 – West of the railway bridge and existing site access**Existing traffic flows/queues**

Based on the results of the ATC survey conducted along Arle Road to the east of the railway bridge, approximately 75m east of the existing site access, the recorded average weekday traffic flows were 2,331 vehicles northwest bound and 3,709 vehicles southeast bound.

Based on the results of the ATC survey conducted along Arle Road to the west of the railway bridge, approximately 35m west of the existing site access, the recorded average weekday traffic flows were 2,418 vehicles northwest bound and 3,667 vehicles southeast bound.

Forecast traffic flows

Shown in Table.

Peak Period	Inbound Trips	Outbound Trips	Number of Vehicular Trips
07:00 – 08:00	35	0	35
08:00 – 08:30	35	0	35
08:30 – 09:00	72	0	72
09:00 – 09:30	0	72	72
14:00 - 15:00	72	0	72
15:00 – 16:00	0	95	95
16:00 – 17:00	0	24	24
17:00 – 18:00	0	23	23

Pedestrian, cyclist and equestrian desire lines

The pedestrian / cyclist desire line along Arle Road

Environmental constraints

N/A

Table C.4 Locality

Description of locality
The site is located to the west of Cheltenham Town Centre, in the neighbourhood area of Rowanfield. The parcel of land comprises an undeveloped area of grass and overgrown shrubs, which is accessed via an existing gated entrance located along Arle Road. This land is owned by GCC. The site is located approximately 5km from the M5 motorway, with the nearest junction being J11. The site is also in proximity to the A40, which provides a link to Gloucester. The site is bound to the north by Arle Road, to the east by a railway line, to the south by The Altus School (St George's Centre) Pupil Referral Unit / Cheltenham Sea Cadets buildings along Alstone Road, and to the west by residential properties.
General description
Arle Road is a two-way residential road with footpaths along both sides of the carriageway and appropriate street lighting along its length. Cyclists are accommodated within the carriageway. Arle Road is subject to a speed limit of 30mph and there are speed humps located intermittently along the road. The road runs in an east / west direction. To the west it connects to PEW via a priority junction arrangement. To the east, the road continues within a residential area. There is no parking located on the kerbside of the road, residential developments have appropriate driveways. Arle Road crosses the railway line over a bridge, however, there is no weight limit.
Relevant factors which may affect road safety
In accordance with GCC School Safety Zone Guidance (April 2013) the proposed access arrangement shall include an advisory 20 mph school safety zone, as shown Rappor Drawing ref: 250619-TP- 6000 P01 located along Arle Road in order to slow vehicle approach speeds in light of the proposed access and associated vehicles turning into and out of the school access. The school safety zone shall include the following measures to reduce vehicle speeds on approach:- • Installation of a set of proposed speed cushions located in between the two sets of existing speed cushions. Resulting in a total of 3 x sets of speeds cushions within the School Safety Zone. The proposed speed cushions are located 25m to the west of the wall adjacent the northern side of Arle Road, which is in accordance with LTN 01/07 paragraph 4.1.10, that states: “Other than in 20 mph zones, road humps must not be constructed on any bridge, subway, culvert, inside a tunnel or within 25 metres of any of these structures on the same carriageway or within 20 metres of a railway crossing. This requirement is to ensure that structural damage does not arise from vehicle impact or increased impact loading.” The implementation of speed cushions along Arle Road are an effective measure to reduce vehicle speeds to approximately 20mph, in accordance with Table 4.3 of LTN 01/07, as the speed cushions are spaced c. 70m apart, which would result in an ‘after’ speed of around 15-16mph.

- Flashing School Signage (Wig Wags) located at either end of the School Safety Zone, in accordance with Traffic Signs Manual Chapter 4 Figure 8-12, in order to reinforce the safety zone message.

Coloured Road Markings with SLOW lettering, located at either end of the School Safety Zone.

School Mandatory Keep Clear/No Stopping Zig Zags, with on-street parking retained outside of the zone on the same side of road as the school. This has been designed in accordance with the Traffic Signs Manual Drawing Schedule 7 P1027.1 (Traffic Sign Drawing - Schedule 7 - P1027.1) and measures 25,560mm in length.

Table C.5 Analysis

Collision data analysis

To determine whether there are any existing highway safety issues within the vicinity of the site, Personal Injury Collision (PIC) data has been obtained from GCC for the period 1st August 2020 – 31st July 2025.

The area under review is illustrated within **Figure**.



The report identified that within the most recent five-year period of personal injury collision (PIC) data available to July 2025, within the review area outlined above, there have been seven recorded PICs, 4 slight, 1 less serious, 1 moderately serious, and 1 very serious, resulting in a total of 7 casualties. The full detailed collision report and plot of incident locations are provided, with a summary provided with **Table**.

GCC Ref	Date	Location	No. of vehicles / no. of casualties	Severity	Weather / Surface	Non-motorised user involvement
20999081	10.11.20	Gloucester Road / Arle Road / St John's Crescent junction	2 / 1	Slight	Fine / Dry	1 Pedal Cyclist
211109219	11.11.21	Grevil Road / Brooklyn Road junction	2 / 1	Slight	Fine / Damp	1 Pedal Cyclist
231367423	26.10.23	Grevil Road / PEW junction	2 / 1	Slight	Fine / Dry	No
241517936	03.01.24	Grevil Road / PEW junction	2 / 1	Less Serious	Fine / Dry	No
241436129	26.04.24	Grevil Road / PEW junction	3 / 1	Slight	Fine / Dry	No
241443093	15.05.24	PEW / Kingsmead Road junction	2 / 1	Very Serious	Fine / Dry	No
251544543	20.01.25	Arle Road / Arle Gardens	2 / 1	Moderately Serious	Fine / Wet	No

Summary

The PIC analysis determines that no PICs have been recorded within 400m of the site within the most recent 5-year period available.

A record of seven collisions across the entire study area in the study period suggests there are no discernible patterns of highway safety concern within the vicinity of the site, and is commensurate with local roads of this type. The sporadic nature of the PICs and that they each occur at different times of day, demonstrates that there is no pattern of highway safety issues nor any inherent geometric fault with the local highway network.

Departures from standards		
N/A		
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions		
N/A		
Strategic Decisions		
N/A		
List of included documents and drawings		
Documents: Transport Assessment and Travel Plan		
Reference and revision	Title	Date
TA Issue 01	Transport Assessment	Oct 2025
Travel Plan Issue 01	Travel Plan	Oct 2025
Drawings: • Site Layout • Access Drawings • Off-site works • Swept Path Analysis		

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	X	Scale layout plans	X
Departures and relaxations from standards	N/A	Construction/typical details	N/A
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis	X	Road traffic collision plot	X
Traffic signal staging	N/A	Traffic counts	X
Speed surveys	X	Pedestrian, cyclist and horse-riding desire lines and volumes	N/A
Walking, cycling and horse-riding assessment and reviews (WRAT)	X	Items outside the scope of the RSA/ strategic decisions	N/A
Other factors that may impact on road safety	N/A	Design speeds/ speed limits	X
Design standards used	X	Adjacent land uses	X



Appendix M – Census 2011 Journey to Work data

Cheltenham 007	130
Cheltenham 003	107
Cheltenham 013	93
Cheltenham 005	91
Cheltenham 010	89
Cheltenham 012	84
Tewkesbury 005	82
Cheltenham 001	79
Tewkesbury 001	61
Tewkesbury 007	51
Cheltenham 011	50
Cheltenham 004	48
Cheltenham 009	46
Cheltenham 008	44
Cheltenham 006	42
Tewkesbury 004	39
Tewkesbury 008	39
Cheltenham 002	36
Tewkesbury 009	31
Gloucester 007	30
Tewkesbury 003	29
Cheltenham 014	26
Cheltenham 015	25
Tewkesbury 002	24
Gloucester 015	22
Gloucester 010	21
Gloucester 001	20
Tewkesbury 006	19
Gloucester 006	16
Gloucester 003	15
Forest of Dean 001	15
Gloucester 009	15
Cotswold 004	14
Forest of Dean 004	12
Gloucester 002	12
Gloucester 008	12
Gloucester 012	12
Stroud 001	12
Gloucester 011	11
Wychavon 019	10
Stroud 010	9
Gloucester 013	9
Gloucester 005	9
Malvern Hills 011	9
Gloucester 014	8
Stroud 006	7
Stroud 007	7
Forest of Dean 002	7
Cotswold 010	7
Cotswold 003	7
Birmingham 050	6
Wychavon 018	6
Wychavon 017	6
Worcester 008	6
Herefordshire 022	6
Cotswold 005	6
Forest of Dean 005	6
Forest of Dean 008	6
Stroud 009	6
Stroud 005	6
1753	

Route A	865	Left out of site onto Arle Road, left onto Princess Elisabeth Way to /from A40 and M5 (J10)	49.3%
Route B	424	Left out of site onto Arle Road, right onto Princess Elisabeth Way to /from A4019 and M5 (J11)	24.2%
Route C	464	Right out of site onto Arle Road, right onto B4633 at Signal Junction	26.5%
1753			



Appendix N – Traffic Flow Diagrams

Traffic Flow Diagrams

Client:

Kier - Western & Wales

Project Title:

Cheltenham New SEND School

Date:

06.10.25

Project Code:

250356

Network Peak Hours

AM Peak 08:00 - 09:00
Inter-Peak 15:00 - 16:00
PM Peak 17:00 - 18:00

Prepared By:

RC

Approved By:

MW

Revisions

-

TFD_01

Base 2025

TFD_02

Development Distribution (%) - Staff

TFD_03

Development Assignment Traffic Flows (Vehicles) - Staff

TFD_04

Development Distribution (%) - Pupils

TFD_05

Development Assignment Traffic Flows (Pupils)

TFD_06

Proposed Development Vehicle Flows (Staff + Pupils)

TFD_07

2031 Future Year Traffic Flows (Veh)

TFD_08

2031 Future Year Traffic Flows+ Proposed School Traffic Flows (Veh)

Growth Rates

Cheltenham 007	
2025 - 2031	A Road
AM Peak	1.0447
Inter Peak	1.0556
PM Peak	1.0444

Development Trips

Staff

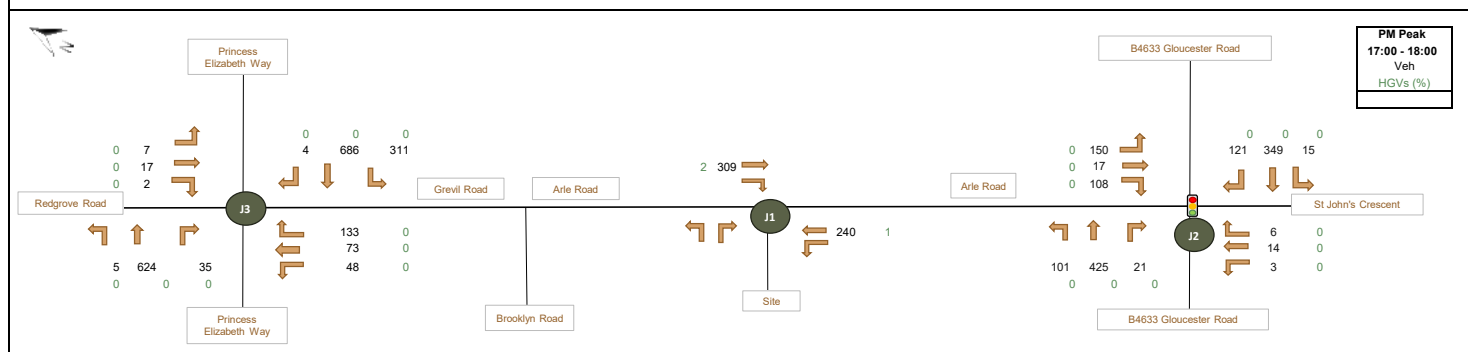
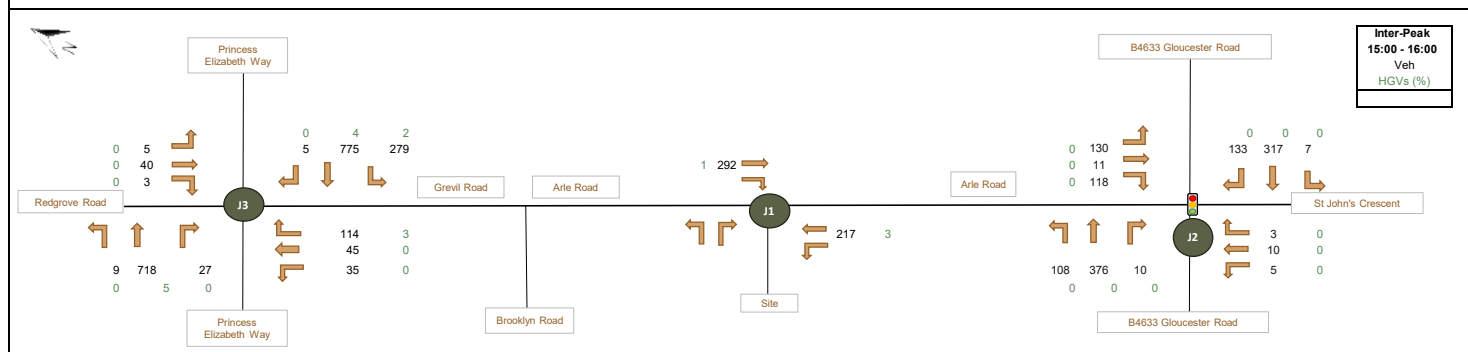
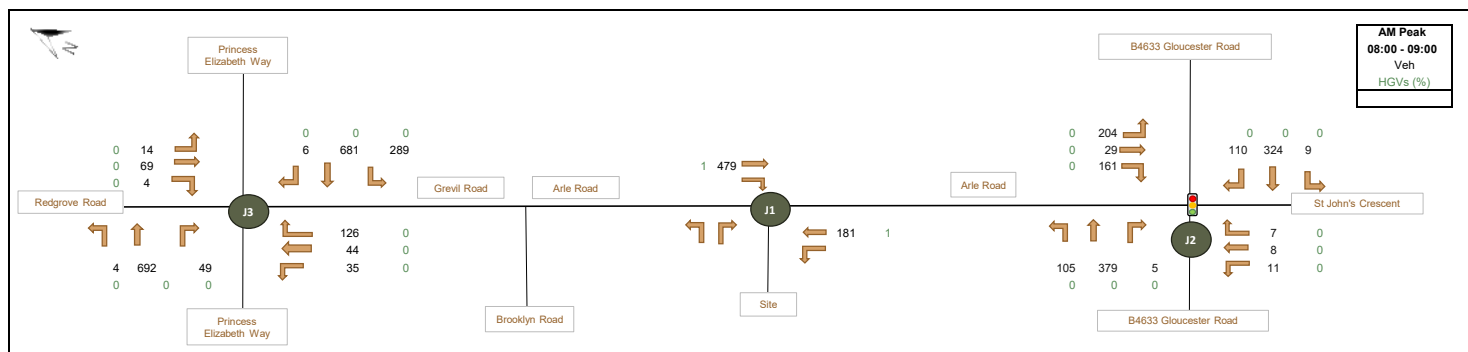
Hour	Route	Inbound	Outbound	Total
08:00 - 08:15	A	9	0	9
	B	5	0	5
	C	5	0	5
	Total	19	0	19
08:15 - 08:30	A	9	0	9
	B	5	0	5
	C	5	0	5
	Total	19	0	19
08:30 - 08:45	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
08:45 - 09:00	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
AM Total	A	35	0	35
	B	0	3	3
	C	0	2	2
	Total	0	6	6
15:00 - 15:15	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
15:15 - 15:30	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
15:30 - 15:45	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
15:45 - 16:00	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
Inter-peak Total	A	0	23	23
	B	0	3	3
	C	0	2	2
	Total	0	6	6
17:00 - 17:15	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:15 - 17:30	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:30 - 17:45	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:45 - 18:00	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
PM Total		0	23	23

Pupil

Hour	Route	Inbound	Outbound	Total
08:00 - 08:15	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
08:15 - 08:30	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
08:30 - 08:45	A	20	0	20
	B	5	0	5
	C	12	0	12
	Total	36	0	36
08:45 - 09:00	A	20	0	20
	B	5	0	5
	C	12	0	12
	Total	36	0	36
AM Total	A	72	0	72
	B	0	10	10
	C	0	2	2
	Total	0	18	18
15:00 - 15:15	A	0	10	10
	B	0	2	2
	C	0	6	6
	Total	0	18	18
15:15 - 15:30	A	0	10	10
	B	0	2	2
	C	0	6	6
	Total	0	18	18
15:30 - 15:45	A	0	10	10
	B	0	2	2
	C	0	6	6
	Total	0	18	18
15:45 - 16:00	A	0	10	10
	B	0	2	2
	C	0	6	6
	Total	0	18	18
Inter-peak Total	A	0	72	72
	B	0	0	0
	C	0	0	0
	Total	0	0	0
17:00 - 17:15	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
17:15 - 17:30	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
17:30 - 17:45	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
17:45 - 18:00	A	0	0	0
	B	0	0	0
	C	0	0	0
	Total	0	0	0
PM peak total		0	0	0

Staff & Pupil

Hour	Route	Inbound	Outbound	Total
08:00 - 08:15	A	9	0	9
	B	5	0	5
	C	5	0	5
	Total	19	0	19
08:15 - 08:30	A	9	0	9
	B	5	0	5
	C	5	0	5
	Total	19	0	19
08:30 - 08:45	A	20	0	20
	B	5	0	5
	C	12	0	12
	Total	36	0	36
08:45 - 09:00	A	20	0	20
	B	5	0	5
	C	12	0	12
	Total	36	0	36
AM Total	A	107	0	107
	B	0	13	13
	C	0	4	4
	Total	0	24	24
15:00 - 15:15	A	0	13	13
	B	0	4	4
	C	0	8	8
	Total	0	24	24
15:15 - 15:30	A	0	13	13
	B	0	4	4
	C	0	8	8
	Total	0	24	24
15:30 - 15:45	A	0	13	13
	B	0	4	4
	C	0	8	8
	Total	0	24	24
15:45 - 16:00	A	0	13	13
	B	0	4	4
	C	0	8	8
	Total	0	24	24
Inter-peak Total	A	0	95	95
	B	0	3	3
	C	0	2	2
	Total	0	6	6
17:00 - 17:15	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:15 - 17:30	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:30 - 17:45	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
17:45 - 18:00	A	0	3	3
	B	0	2	2
	C	0	2	2
	Total	0	6	6
PM Total		0	23	23



Client: Kier - Western & Wales

Project: Cheltenham New SEND School

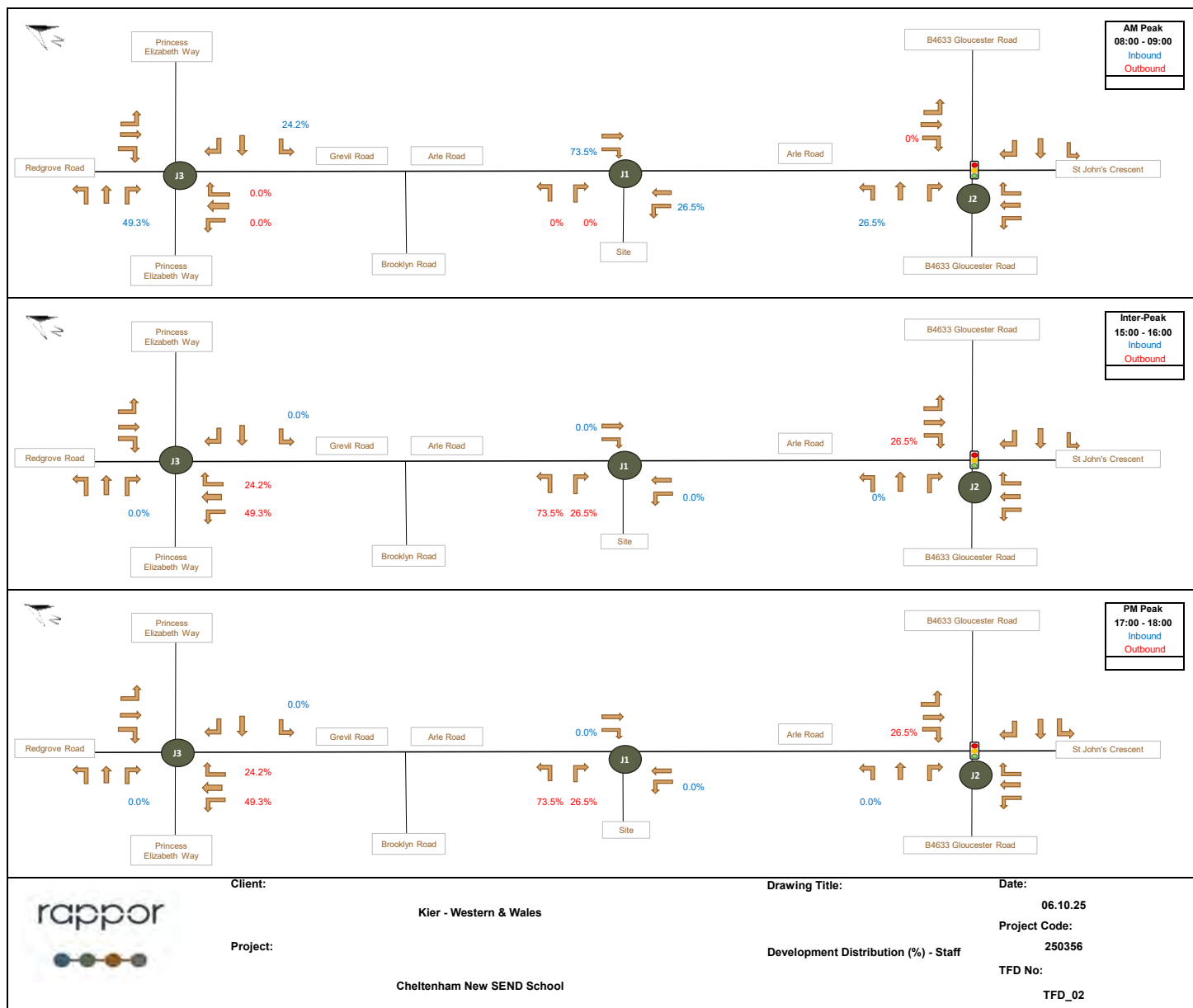
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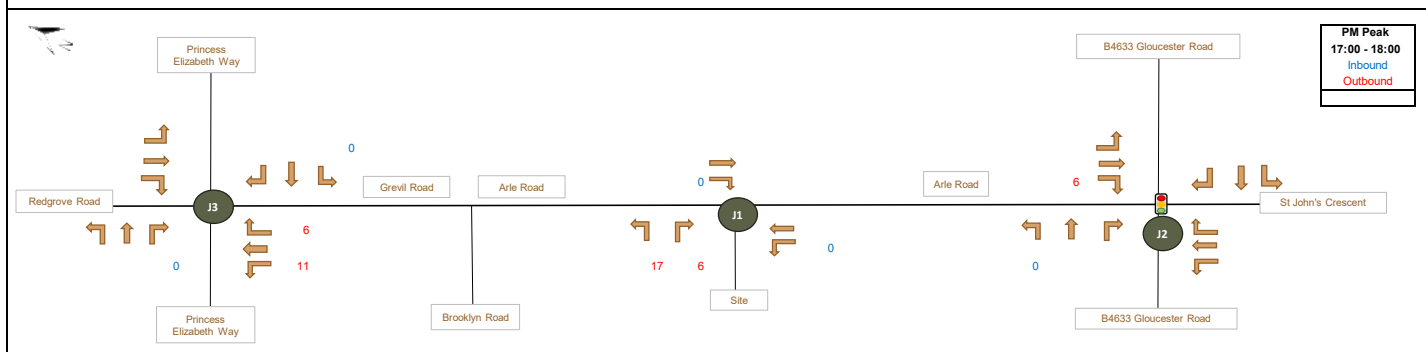
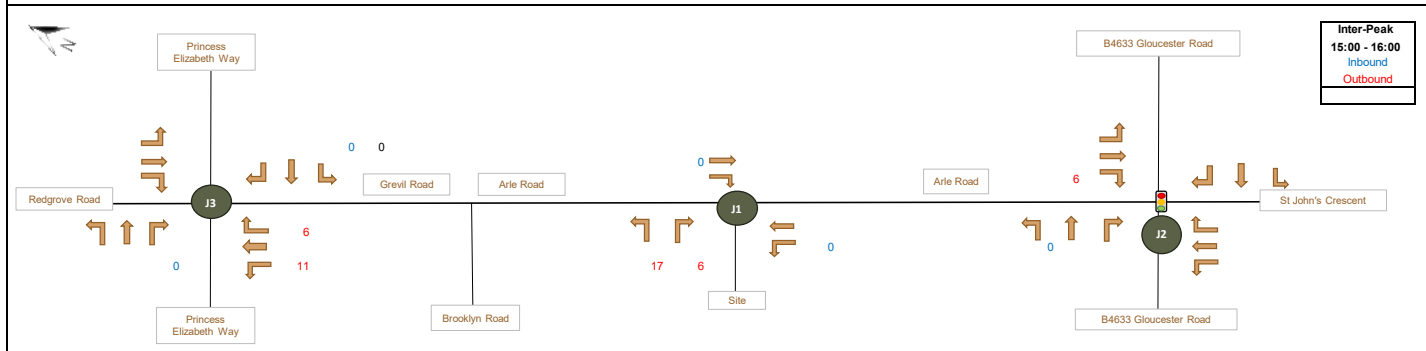
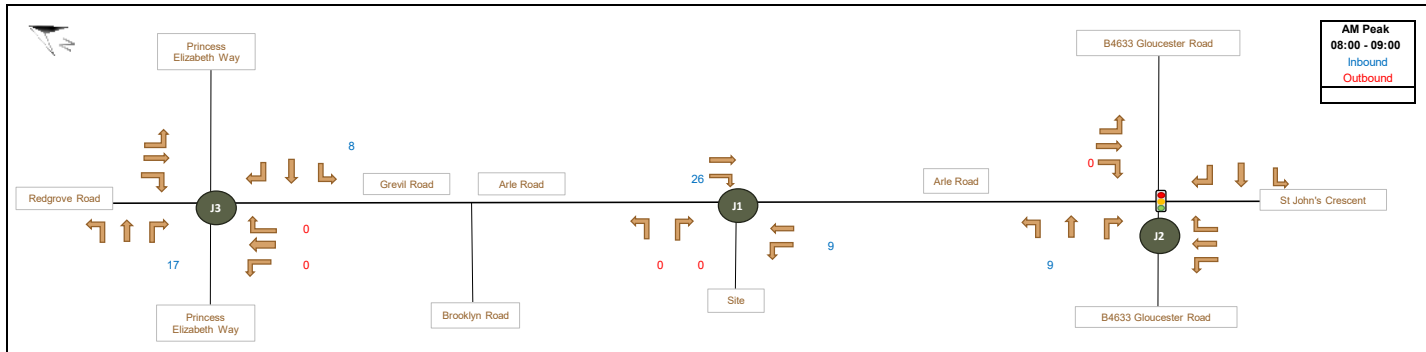
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Project Code: 250356

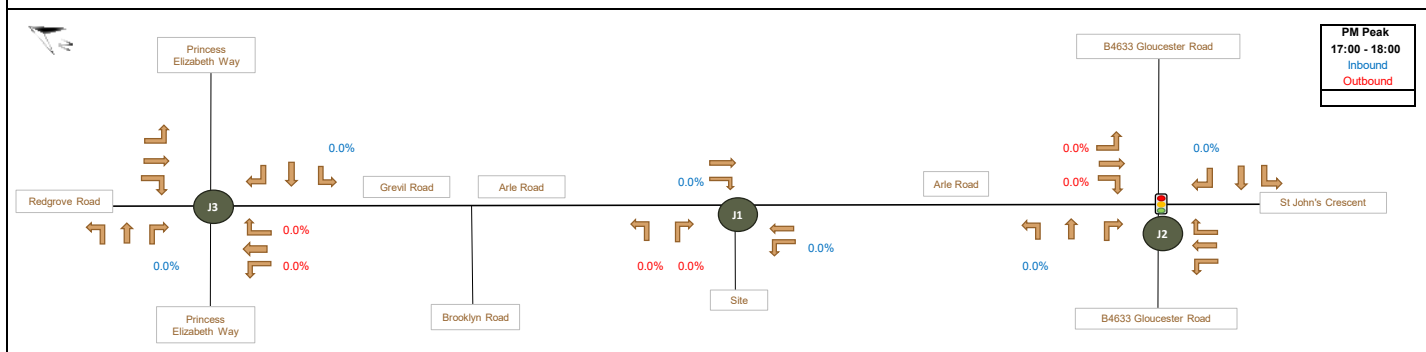
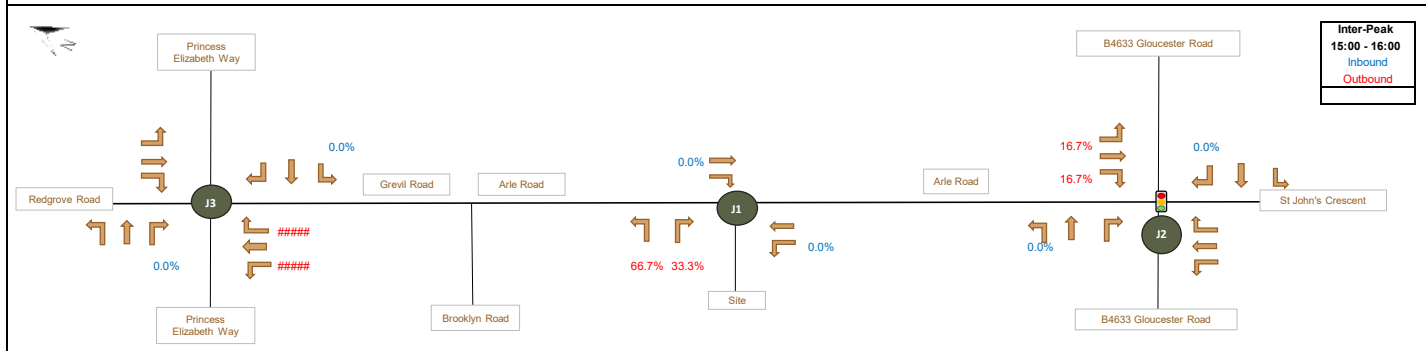
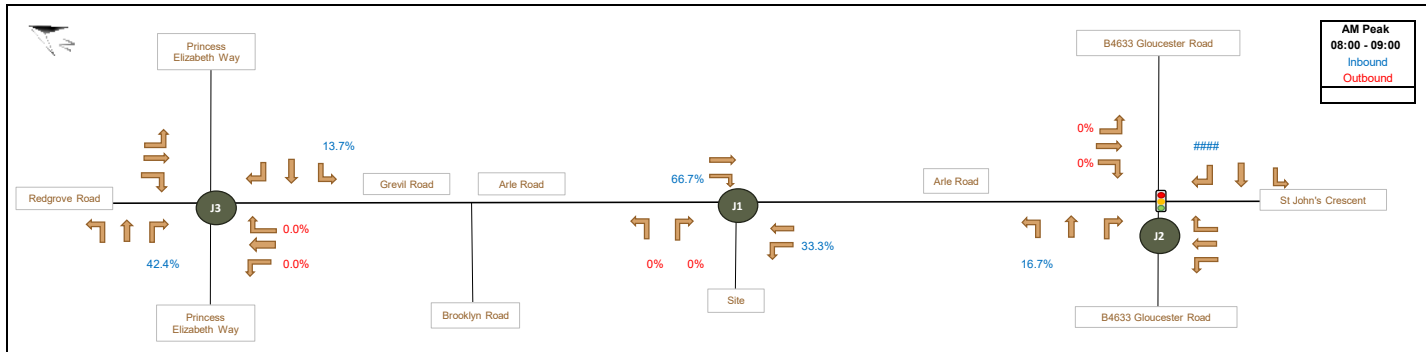
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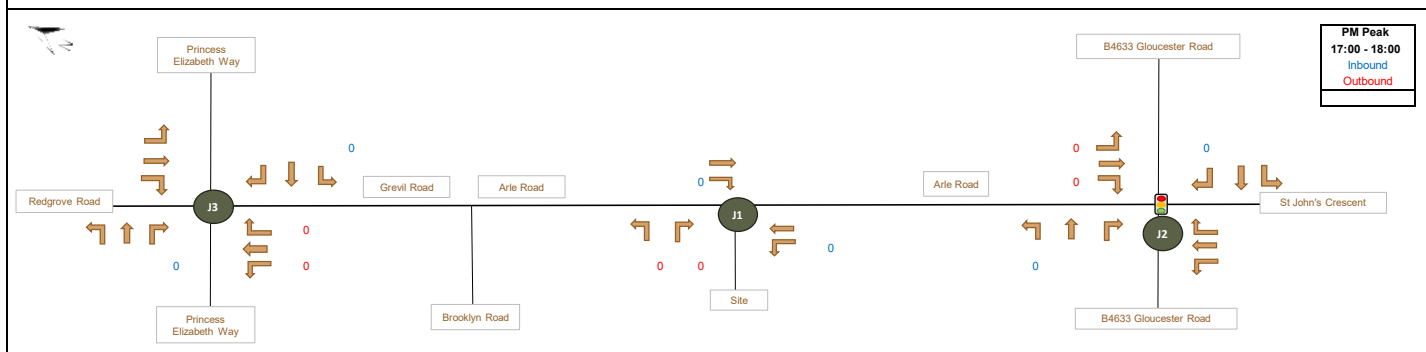
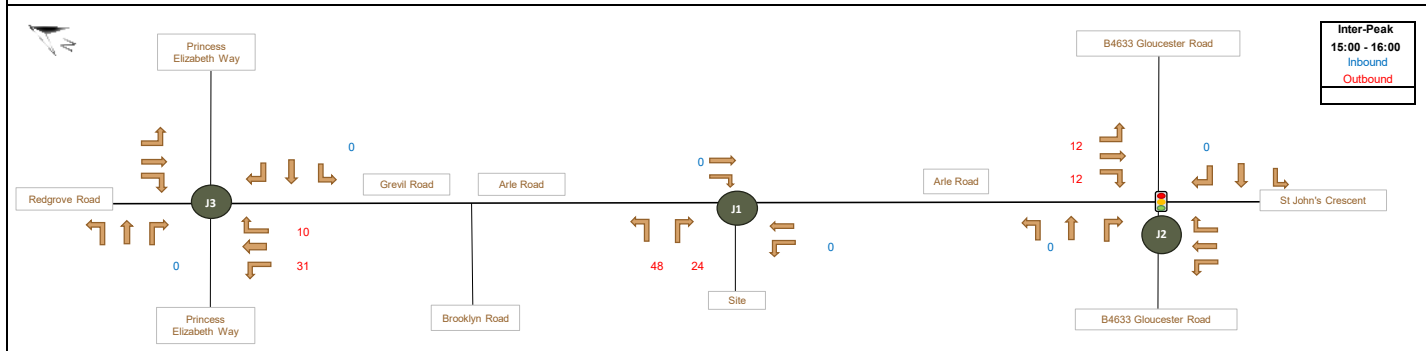
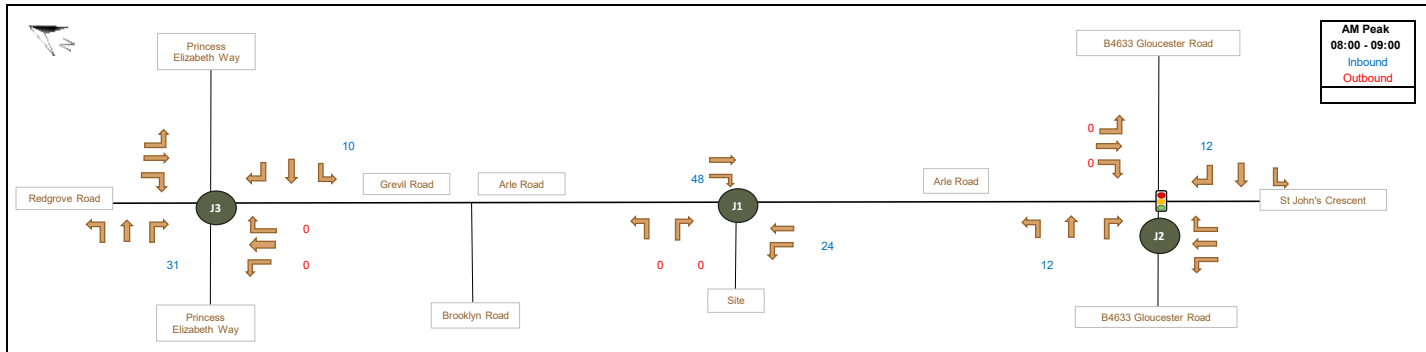




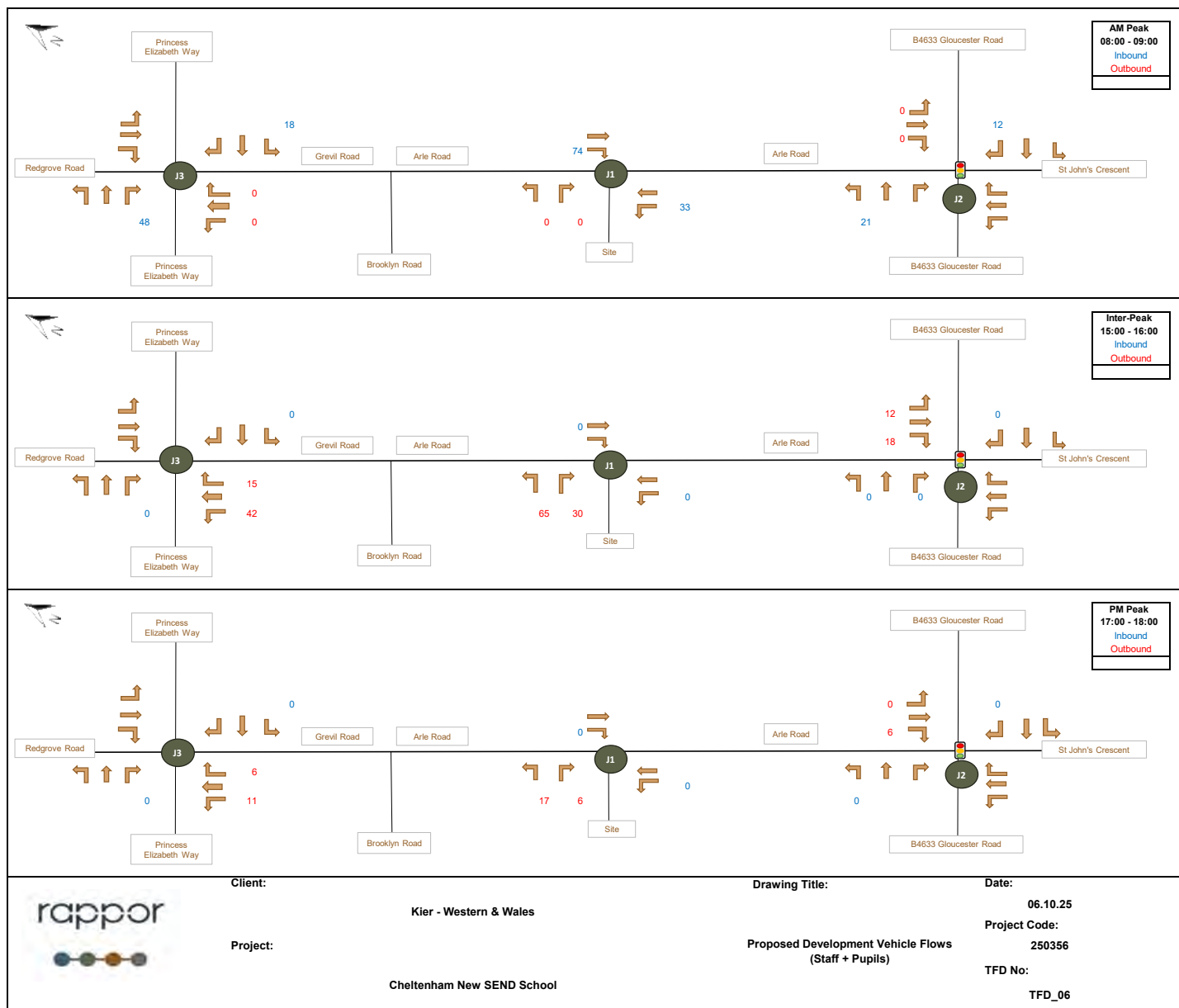
	Client: Kier - Western & Wales Project: Cheltenham New SEND School	Drawing Title: Development Assignment Traffic Flows (Vehicles) - Staff	Date: 06.10.25 Project Code: 250356 TFD No: TFD_03
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	Client: Kier - Western & Wales Project: Cheltenham New SEND School	Drawing Title: Development Distribution (%) - Pupils Date: 06.10.25 Project Code: 250356 TFD No: TFD_04
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	Client:	Kier - Western & Wales	Drawing Title:	Development Assignment Traffic Flows (Pupils)	Date:	06.10.25
	Project:	Cheltenham New SEND School			Project Code:	250356
					TFD No:	TFD_05



Client:

Kier - Western & Wales

Drawing Title:

Proposed Development Vehicle Flows
(Staff + Pupils)

Date:

06.10.25

Project Code:

250356

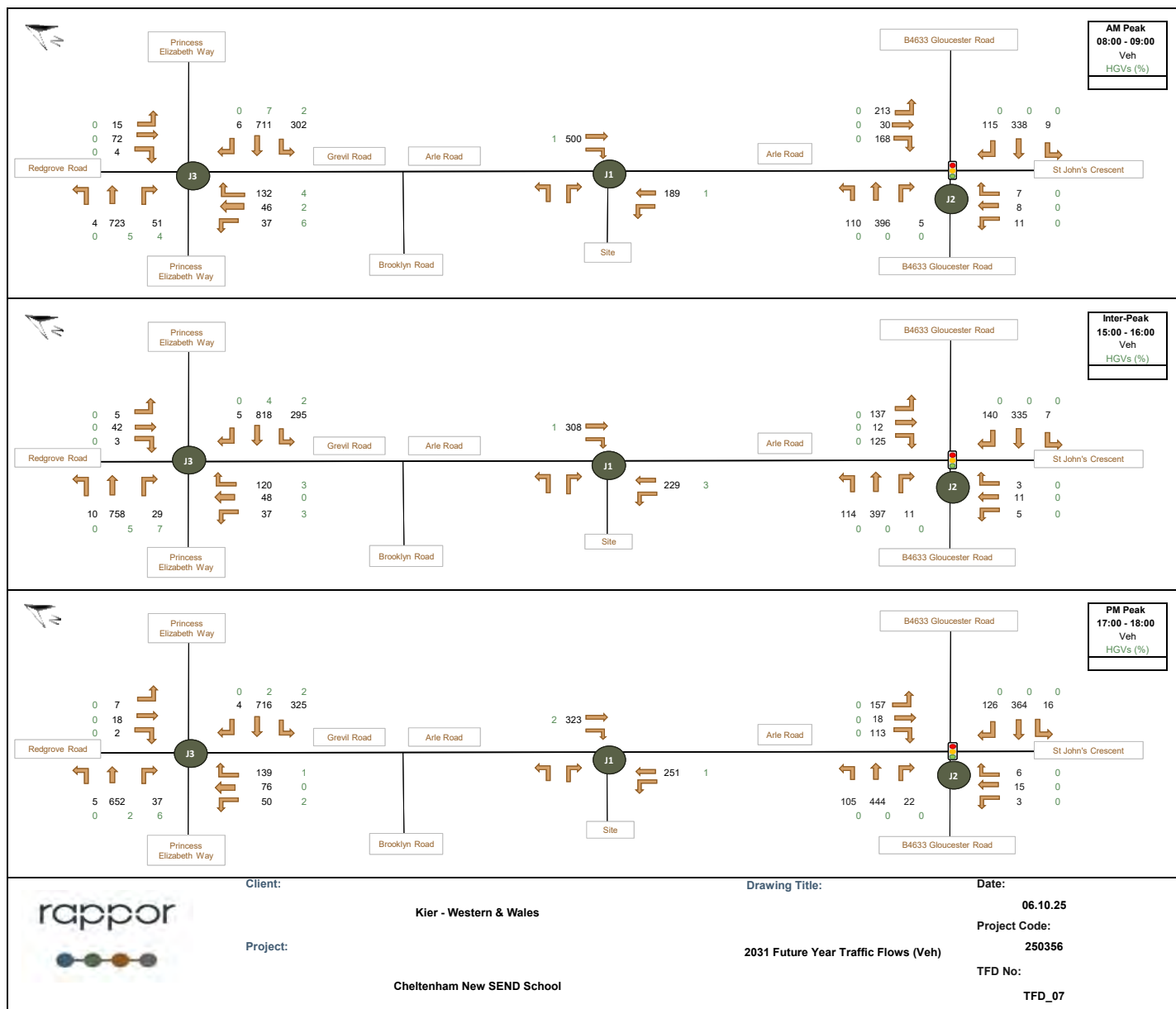
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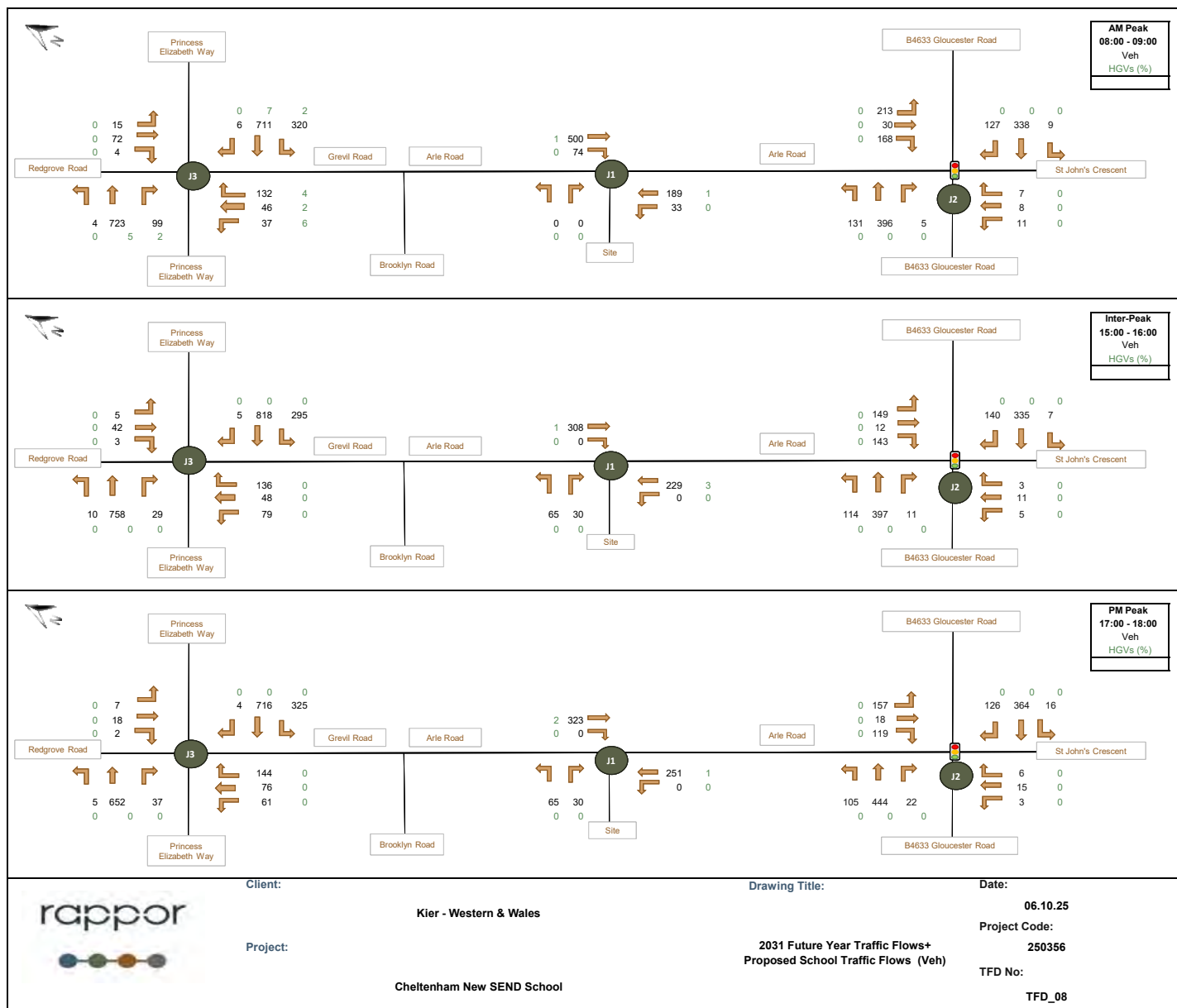
TFD_06

Project:

Cheltenham New SEND School









Appendix O – Site Access / Arle Road Junction 11 Report

Junctions 11															
PICADY 11 - Priority Intersection Module															
Version: 11.1.0.2307															
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
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Filename: 250356_ArleRd-Site Access.j11

Path: C:\Users\RowenaCameron\Cotswold Transport Planning Ltd\Project 2025 - 250356 - St Georges School SEN, Arle Road, Cheltenham\06 Calculations\Junction Modelling

Report generation date: 13/10/2025 13:57:08

»D7 - 2031 + Dev | Base | AM Peak
 »D8 - 2031 + Dev | Base | Inter-Peak
 »D9 - 2031 + Dev | Base | PM Peak

Summary of junction performance

	AM Peak					Inter-Peak					PM Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2031 + Dev - Base															
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.3	8.70	0.20	A	D9	0.1	7.22	0.05	A
Stream C-AB		0.5	4.98	0.21	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

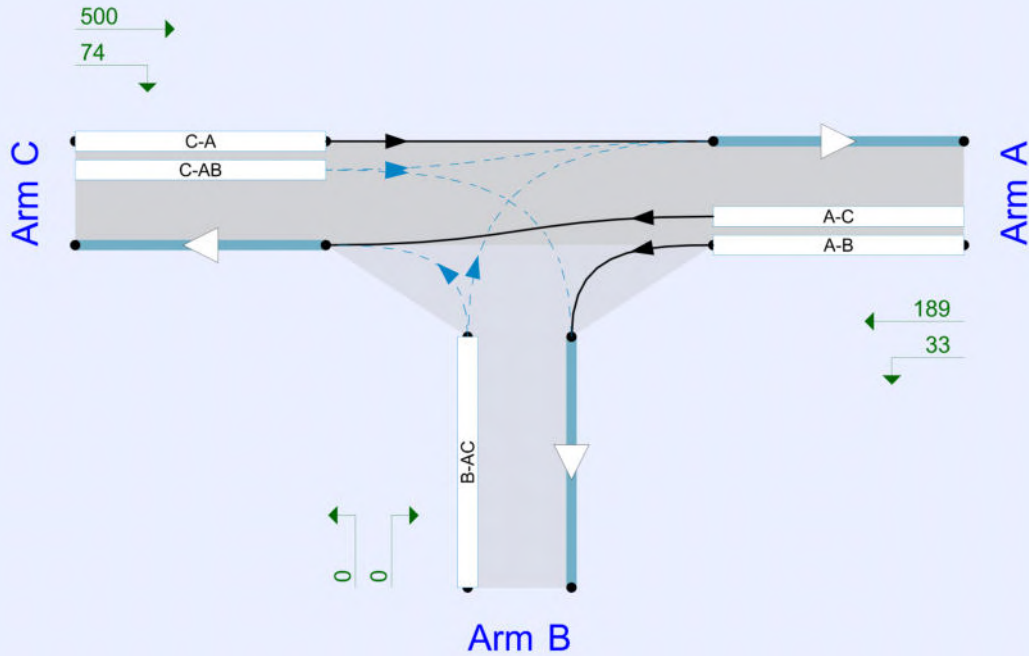
File summary

File Description

Title	Arle Road / Site Access Junction
Location	Arle Road
Site number	250356
Date	10/10/2025
Version	01
Status	(new file)
Identifier	RC
Client	Kier
Jobnumber	250356
Enumerator	AzureAD\RowenaCameron
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	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
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 + Dev	Base	AM Peak	ONE HOUR	07:45	09:15	15	✓
D8	2031 + Dev	Base	Inter-Peak	ONE HOUR	14:45	16:15	15	✓
D9	2031 + Dev	Base	PM Peak	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D7 - 2031 + Dev | Base | AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Arle Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Arle Road (E)		Major
B	Site Access		Minor
C	Arle Road (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	6.60			62.7	✓	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	One lane	3.42	20	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	513	0.091	0.230	0.145	0.329
B-C	661	0.099	0.249	-	-
C-B	610	0.230	0.230	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 + Dev	Base	AM Peak	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	222	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	33	189
	B	0	0	0
	C	500	74	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.21	4.98	0.5	A	147	220
C-A					380	570
A-B					30	45
A-C					173	260

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-AB	102	26	0.00	827	0.124	101	0.0	0.3	4.959	A
C-A	330	82	0.00			330				
A-B	25	6	0.00			25				
A-C	142	36	0.00			142				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
C-AB	138	35	0.00	871	0.158	138	0.3	0.4	4.909	A
C-A	378	94	0.00			378				
A-B	30	7	0.00			30				
A-C	170	42	0.00			170				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
C-AB	200	50	0.00	934	0.214	199	0.4	0.5	4.909	A
C-A	432	108	0.00			432				
A-B	36	9	0.00			36				
A-C	208	52	0.00			208				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	446	0.000	0	0.0	0.0	0.000	A
C-AB	200	50	0.00	934	0.214	200	0.5	0.5	4.919	A
C-A	432	108	0.00			432				
A-B	36	9	0.00			36				
A-C	208	52	0.00			208				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
C-AB	138	35	0.00	872	0.159	139	0.5	0.4	4.928	A
C-A	378	94	0.00			378				
A-B	30	7	0.00			30				
A-C	170	42	0.00			170				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-AB	103	26	0.00	828	0.124	103	0.4	0.3	4.982	A
C-A	329	82	0.00			329				
A-B	25	6	0.00			25				
A-C	142	36	0.00			142				

D8 - 2031 + Dev | Base | Inter-Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Arle Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 + Dev	Base	Inter-Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	229	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	229
	B	30	0	65
	C	308	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.70	0.3	A	87	131
C-AB	0.00	0.00	0.0	A	0	0
C-A					283	424
A-B					0	0
A-C					210	315

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	547	0.131	71	0.0	0.1	7.559	A
C-AB	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-A	232	58	0.00			232				
A-B	0	0	0.00			0				
A-C	172	43	0.00			172				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	535	0.160	85	0.1	0.2	8.006	A
C-AB	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
C-A	277	69	0.00			277				
A-B	0	0	0.00			0				
A-C	206	51	0.00			206				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	518	0.202	104	0.2	0.2	8.691	A
C-AB	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
C-A	339	85	0.00			339				
A-B	0	0	0.00			0				
A-C	252	63	0.00			252				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	518	0.202	105	0.2	0.3	8.701	A
C-AB	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
C-A	339	85	0.00			339				
A-B	0	0	0.00			0				
A-C	252	63	0.00			252				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	535	0.160	86	0.3	0.2	8.021	A
C-AB	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
C-A	277	69	0.00			277				
A-B	0	0	0.00			0				
A-C	206	51	0.00			206				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	547	0.131	72	0.2	0.2	7.585	A
C-AB	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-A	232	58	0.00			232				
A-B	0	0	0.00			0				
A-C	172	43	0.00			172				

D9 - 2031 + Dev | Base | PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Arle Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 + Dev	Base	PM Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	251	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	251
	B	6	0	17
	C	323	0	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.22	0.1	A	21	32
C-AB	0.00	0.00	0.0	A	0	0
C-A					296	445
A-B					0	0
A-C					230	345

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	553	0.031	17	0.0	0.0	6.711	A
C-AB	0	0	0.00	561	0.000	0	0.0	0.0	0.000	A
C-A	243	61	0.00			243				
A-B	0	0	0.00			0				
A-C	189	47	0.00			189				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	541	0.038	21	0.0	0.0	6.914	A
C-AB	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
C-A	290	73	0.00			290				
A-B	0	0	0.00			0				
A-C	226	56	0.00			226				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	524	0.048	25	0.0	0.1	7.215	A
C-AB	0	0	0.00	541	0.000	0	0.0	0.0	0.000	A
C-A	356	89	0.00			356				
A-B	0	0	0.00			0				
A-C	276	69	0.00			276				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	524	0.048	25	0.1	0.1	7.215	A
C-AB	0	0	0.00	541	0.000	0	0.0	0.0	0.000	A
C-A	356	89	0.00			356				
A-B	0	0	0.00			0				
A-C	276	69	0.00			276				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	541	0.038	21	0.1	0.0	6.915	A
C-AB	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
C-A	290	73	0.00			290				
A-B	0	0	0.00			0				
A-C	226	56	0.00			226				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	553	0.031	17	0.0	0.0	6.717	A
C-AB	0	0	0.00	561	0.000	0	0.0	0.0	0.000	A
C-A	243	61	0.00			243				
A-B	0	0	0.00			0				
A-C	189	47	0.00			189				



Appendix P – B4633 Gloucester Road / St John's Court / Arle Road Junction Report

Basic Results Summary

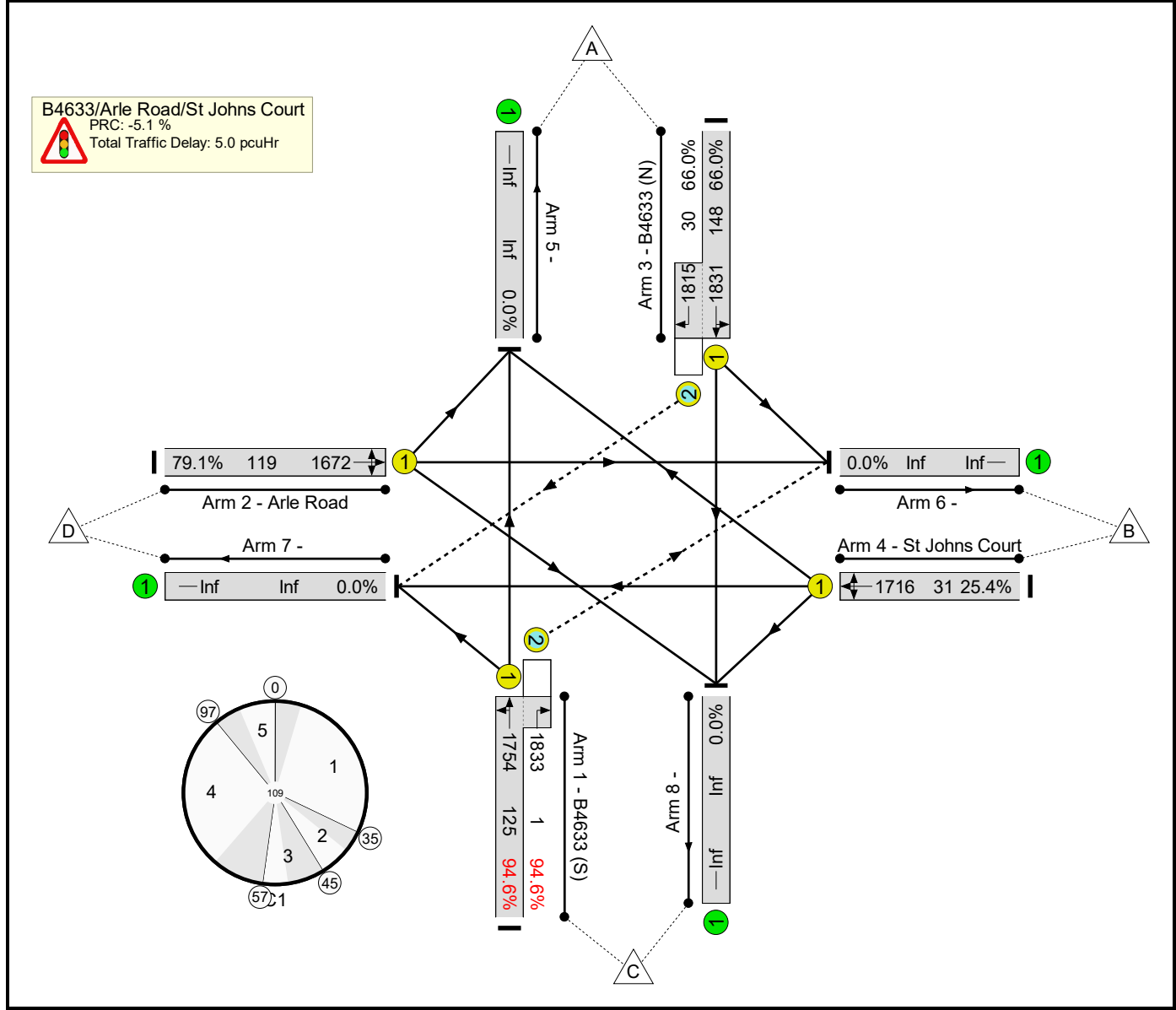
Basic Results Summary

User and Project Details

Project:	Cheltenham New Special School
Title:	B4633/Arle Road/St Johns Court
Location:	B4633/Arle Road/St Johns Court
Client:	Kier Construction
Site Ref(s):	01
Author:	MW
Company:	Rappor Consultants Ltd

Scenario 1: '2025 AM Segment 1' (FG1: '2025 AM Segmant 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

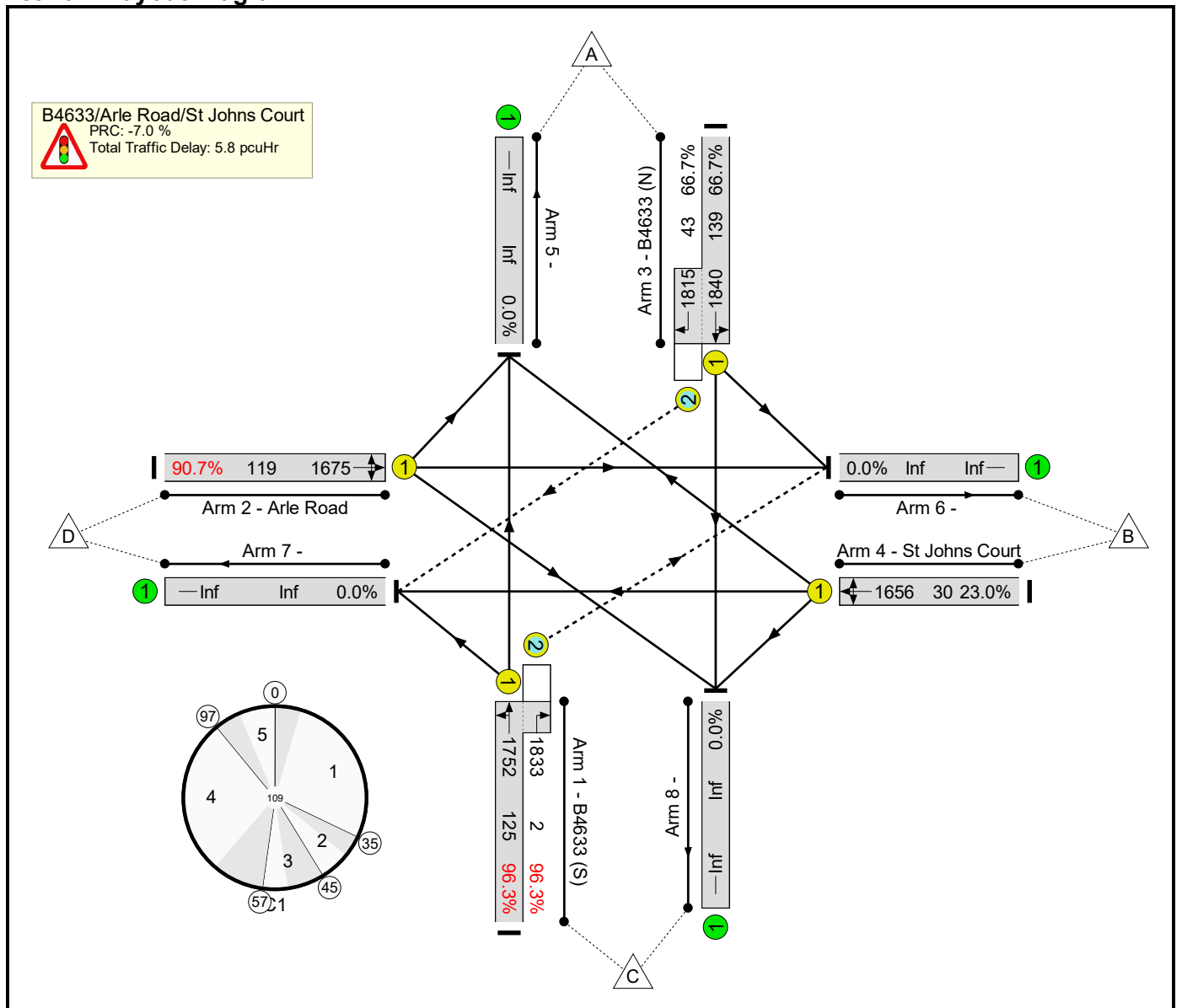


Network Results

Basic Results Summary

Scenario 2: '2025 AM Segment 2' (FG2: '2025 AM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

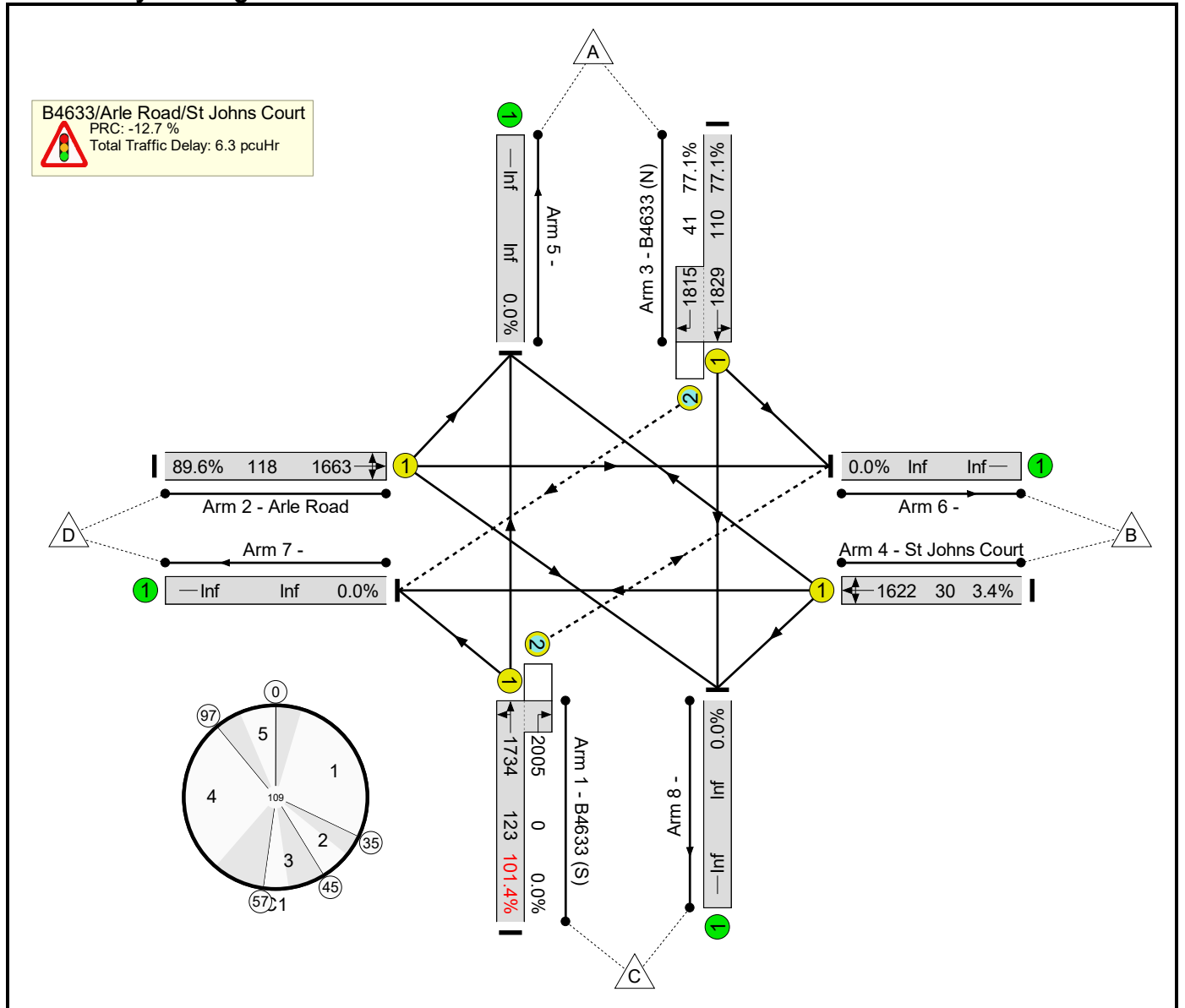


Network Results

Basic Results Summary

Scenario 3: '2025 AM Segment 3' (FG3: '2025 AM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



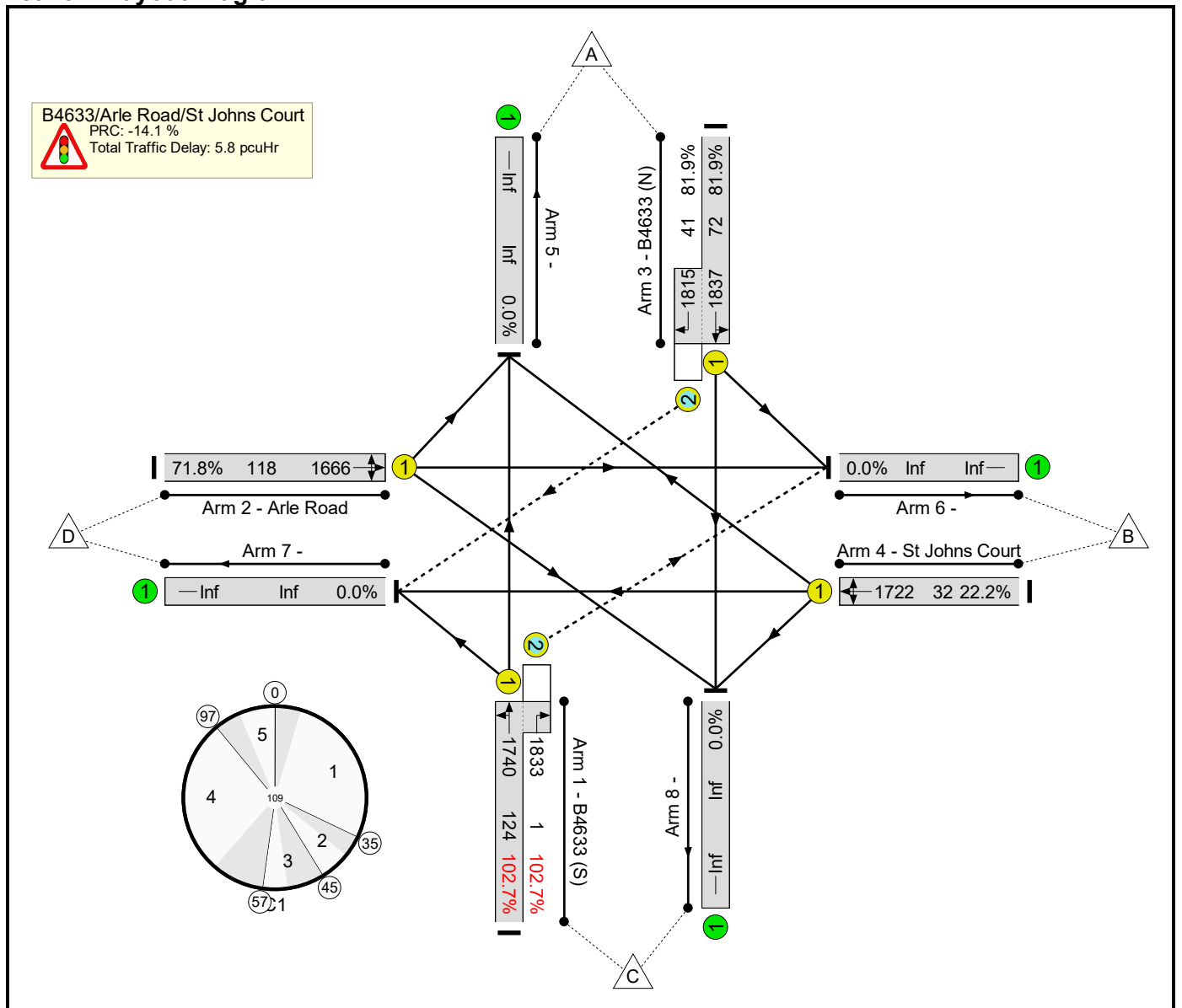
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	101.4%	0	31	1	6.3	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	101.4%	0	31	1	6.3	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	125	1734:2005	123+0	101.4 : 0.0%	0	0	0	3.0	85.1	21.4
2/1	Arle Road Left Ahead Right	U	D		1	30	-	106	1663	118	89.6%	-	-	-	1.8	62.3	15.2
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	117	1829:1815	110+41	77.1 : 77.1%	0	31	1	1.4	44.5	11.3
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	1	1622	30	3.4%	-	-	-	0.0	62.9	0.1
C1 PRC for Signalled Lanes (%): -12.7 PRC Over All Lanes (%): -12.7 Total Delay for Signalled Lanes (pcuHr): 6.25 Total Delay Over All Lanes(pcuHr): 6.25 Cycle Time (s): 109																	

Basic Results Summary

Scenario 4: '2025 AM Segment 4' (FG4: '2025 AM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



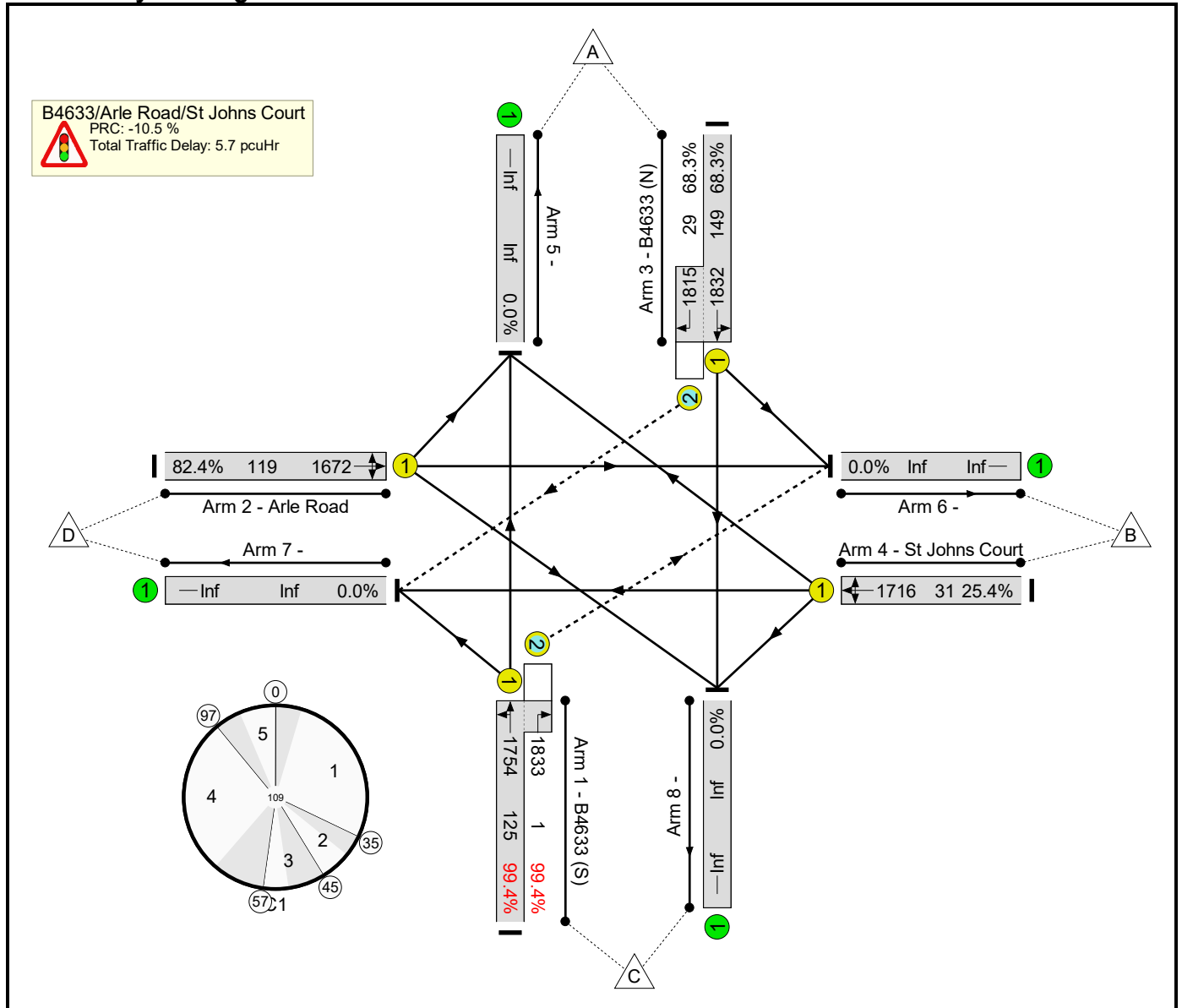
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	102.7%	1	33	1	5.8	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	102.7%	1	33	1	5.8	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	128	1740:1833	124+1	102.7 : 102.7%	1	0	0	3.2	90.1	22.6
2/1	Arle Road Left Ahead Right	U	D		1	30	-	85	1666	118	71.8%	-	-	-	1.1	47.6	10.3
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	93	1837:1815	72+41	81.9 : 81.9%	0	33	1	1.3	51.8	7.7
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	7	1722	32	22.2%	-	-	-	0.1	65.7	0.9
C1				PRC for Signalled Lanes (%):			-14.1	Total Delay for Signalled Lanes (pcuHr):				5.79	Cycle Time (s): 109				
				PRC Over All Lanes (%):			-14.1	Total Delay Over All Lanes(pcuHr):				5.79					

Basic Results Summary

Scenario 5: '2031 AM Segment 1' (FG5: '2031 AM Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

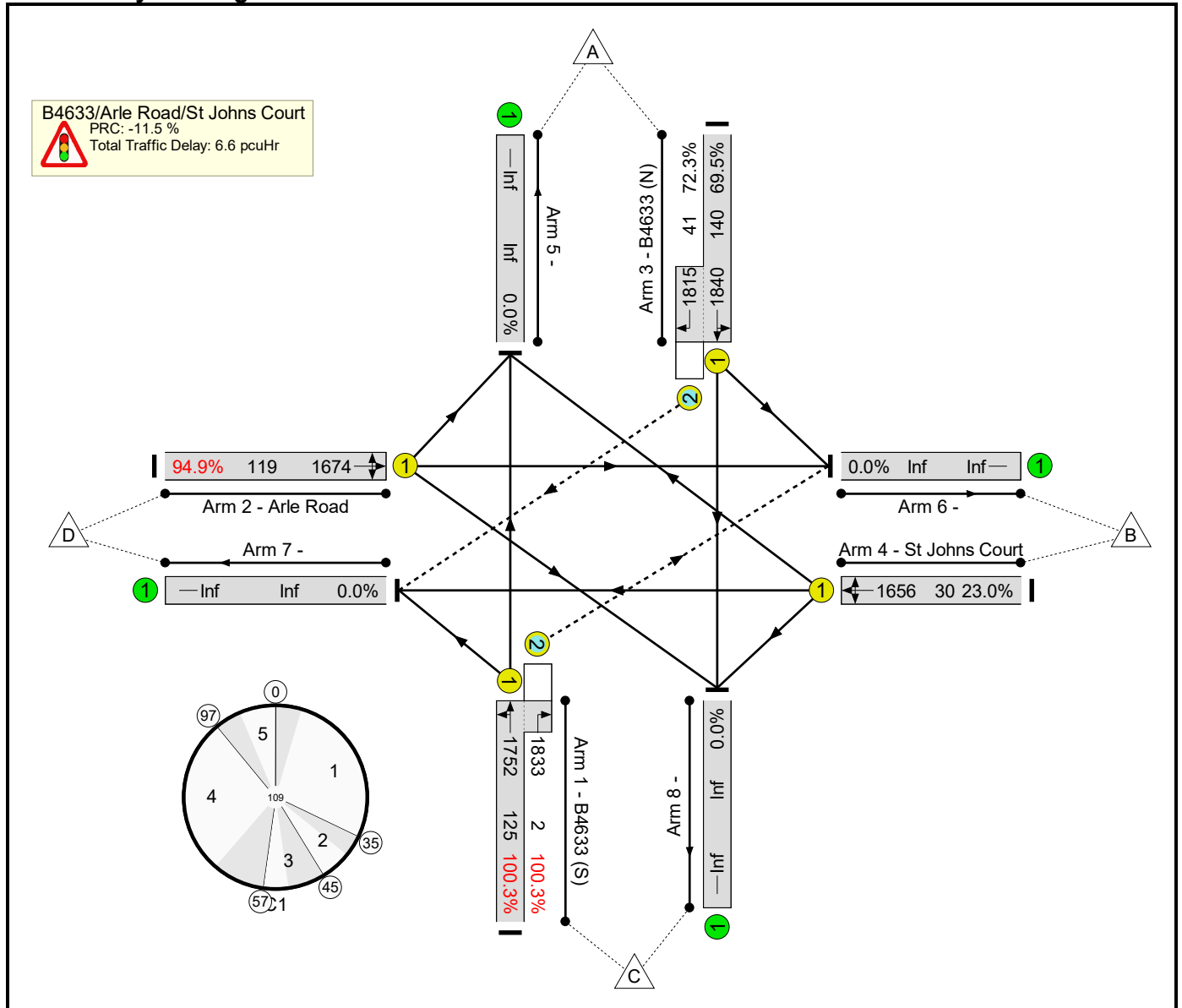


Network Results

Basic Results Summary

Scenario 6: '2031 AM Segment 2' (FG6: '2031 AM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

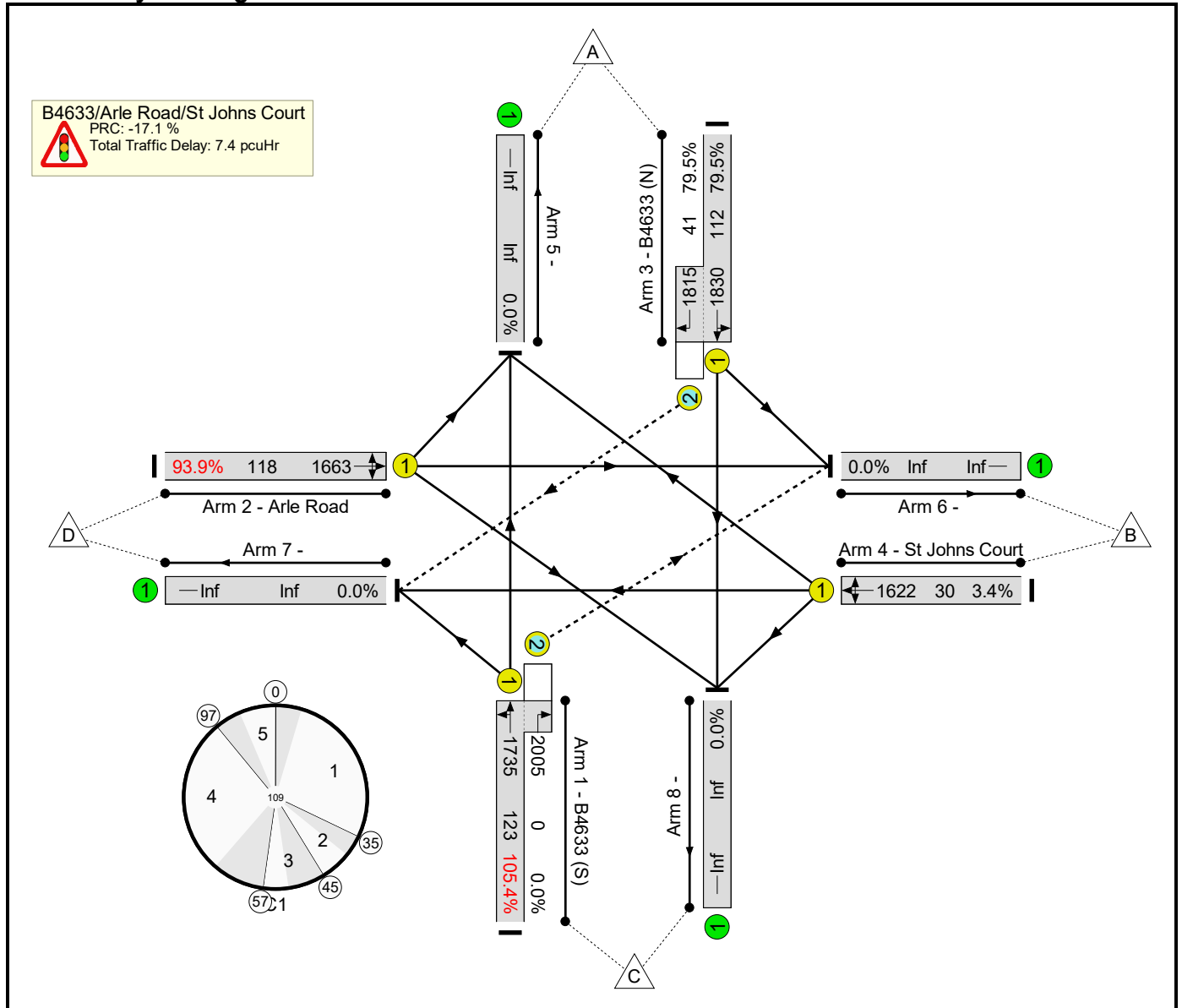


Network Results

Basic Results Summary

Scenario 7: '2031 AM Segment 3' (FG7: '2031 AM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

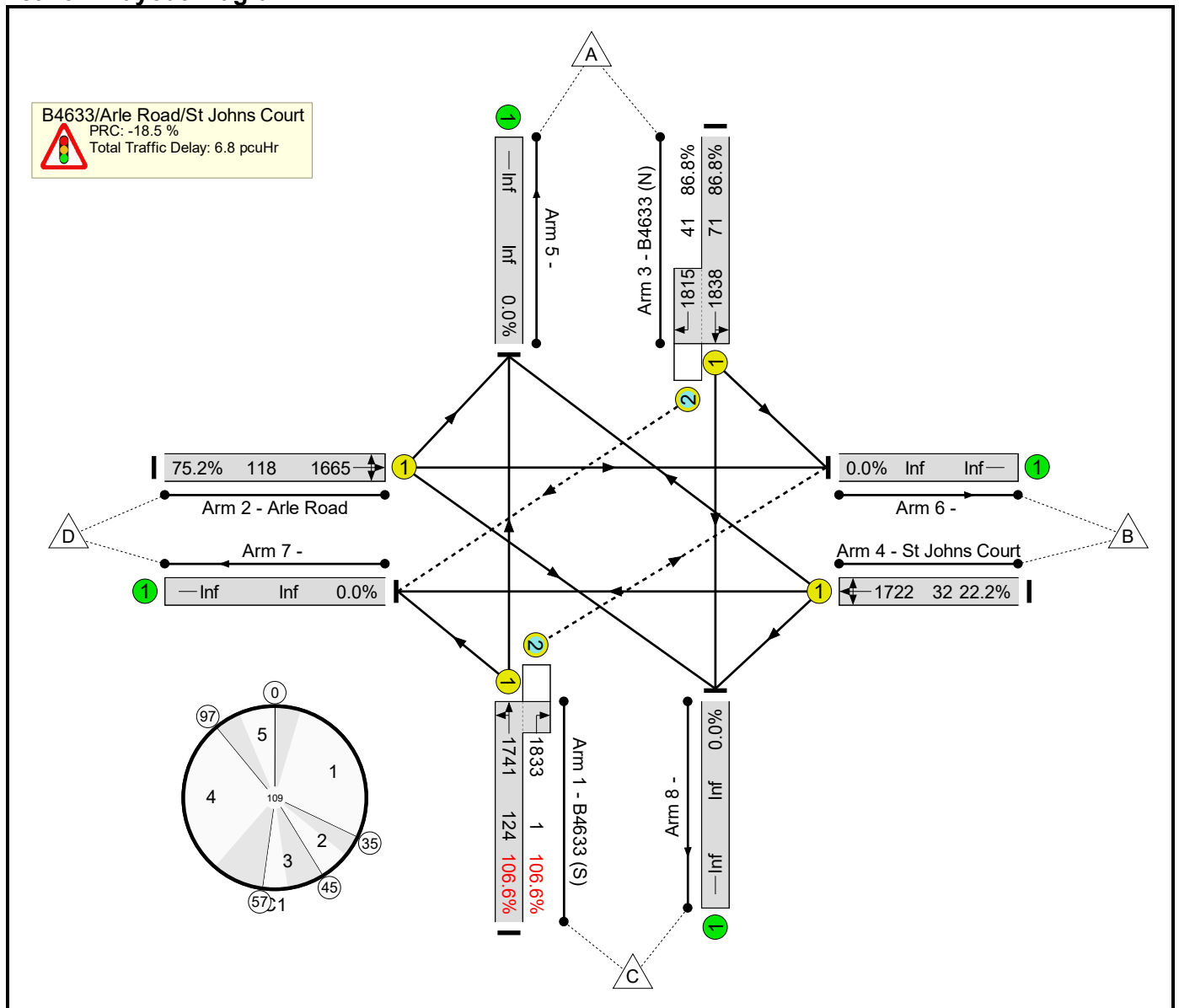


Network Results

Basic Results Summary

Scenario 8: '2031 AM Segment 4' (FG8: '2031 AM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



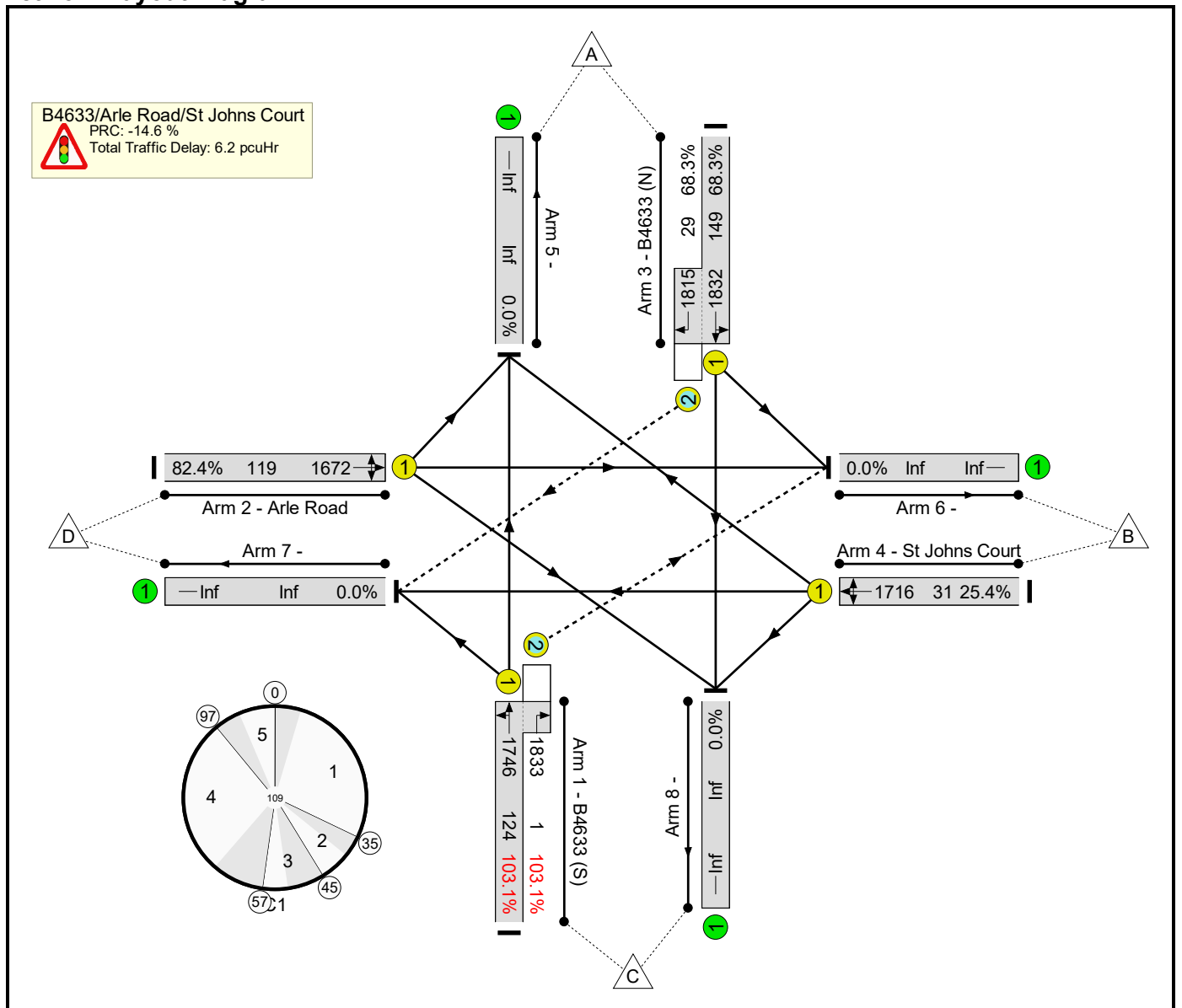
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	106.6%	1	33	3	6.8	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	106.6%	1	33	3	6.8	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	133	1741:1833	124+1	106.6 : 106.6%	1	0	0	3.9	106.6	25.4
2/1	Arle Road Left Ahead Right	U	D		1	30	-	89	1665	118	75.2%	-	-	-	1.2	49.5	11.2
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	98	1838:1815	71+41	86.8 : 86.8%	0	33	3	1.5	56.2	8.8
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	7	1722	32	22.2%	-	-	-	0.1	65.7	0.9
C1				PRC for Signalled Lanes (%): -18.5		-18.5		Total Delay for Signalled Lanes (pcuHr): 6.82				6.82		Cycle Time (s): 109			
				PRC Over All Lanes (%):		-18.5		Total Delay Over All Lanes(pcuHr):				6.82					

Basic Results Summary

Scenario 9: '2031 + D AM Segment 1' (FG9: '2031 + D AM Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

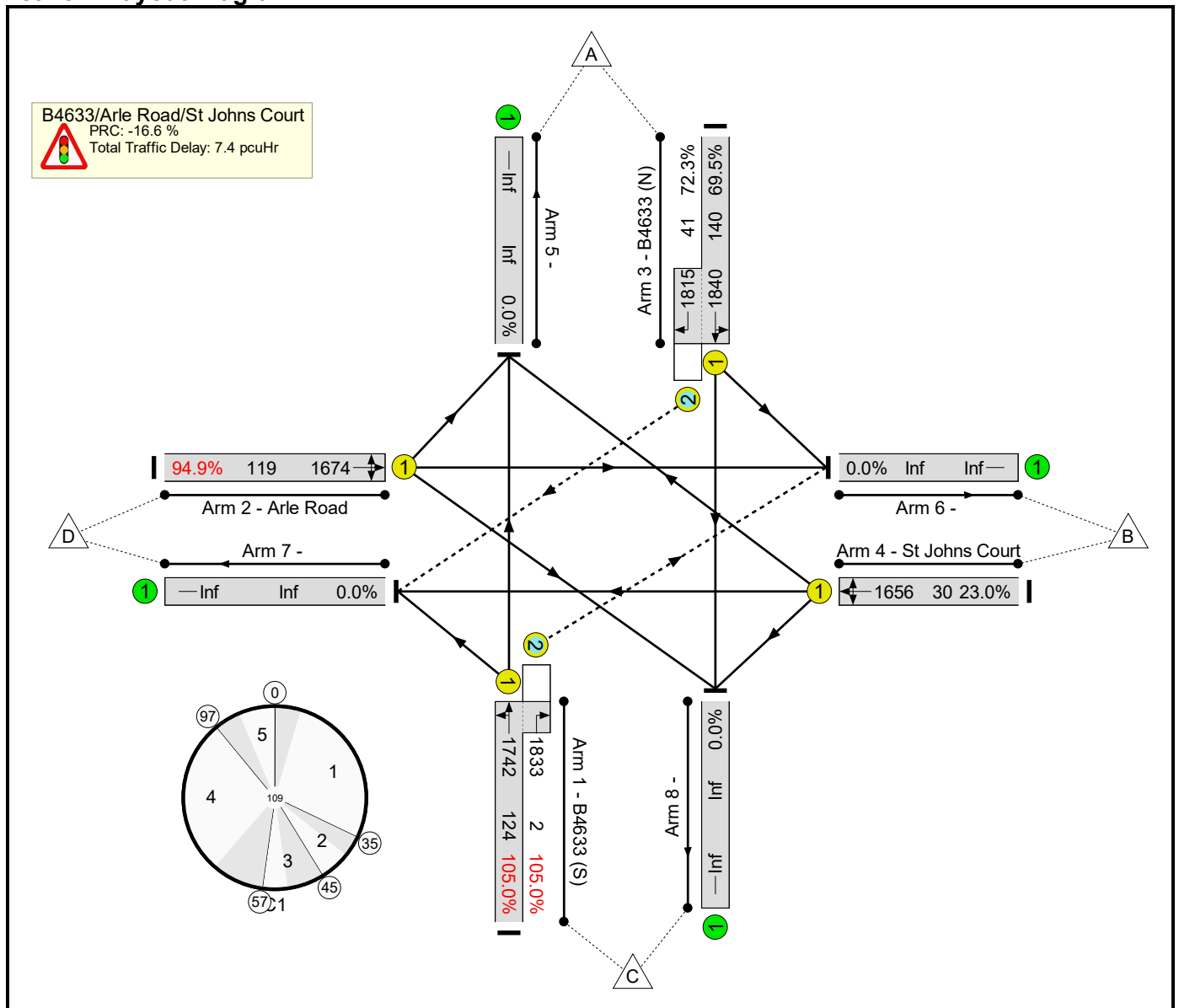


Network Results

Basic Results Summary

Scenario 10: '2031 + D AM Segment 2' (FG10: '2031 + D AM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



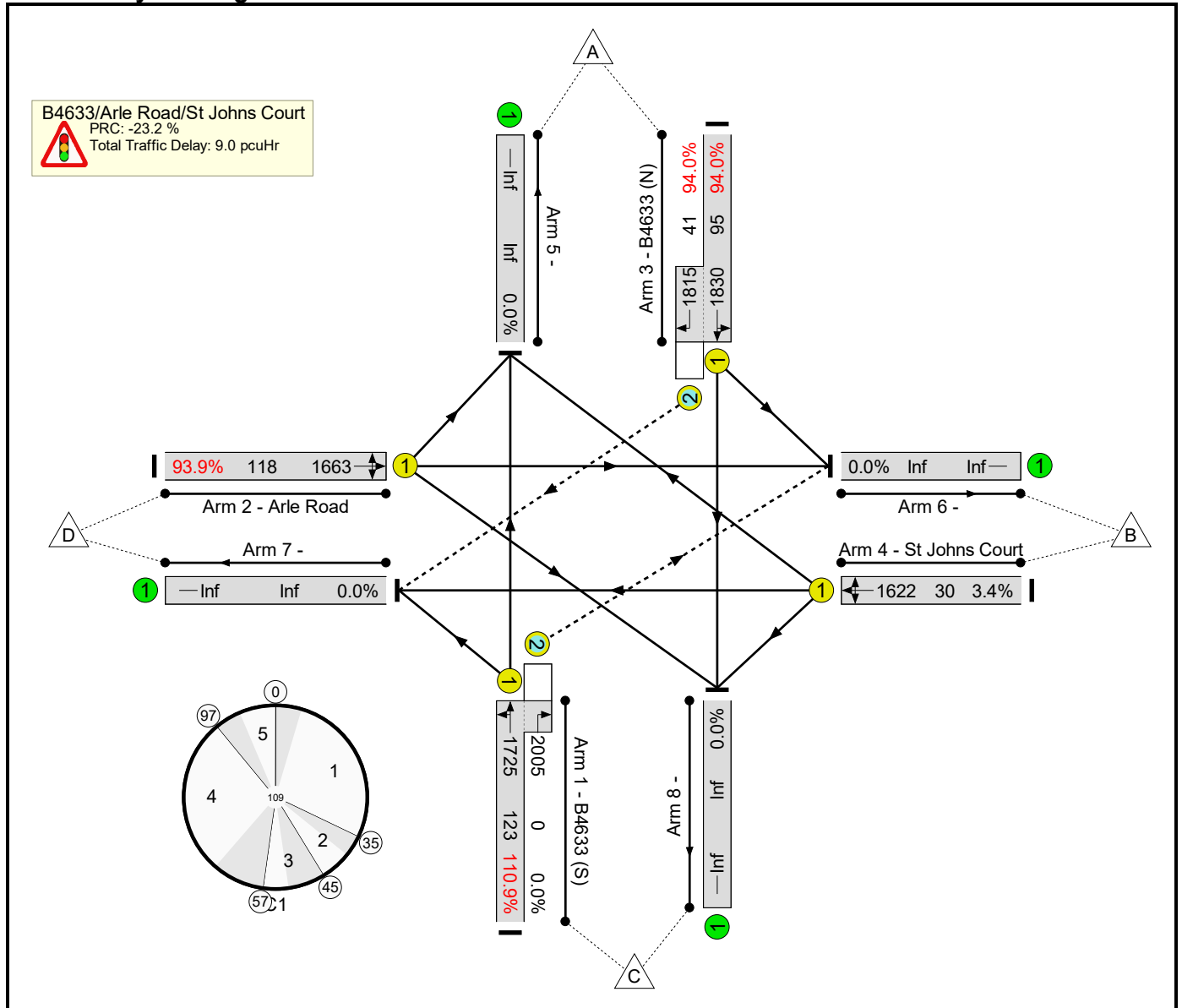
Network Results

[illegible]

Basic Results Summary

Scenario 11: '2031 + D AM Segment 3' (FG11: '2031 + D AM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

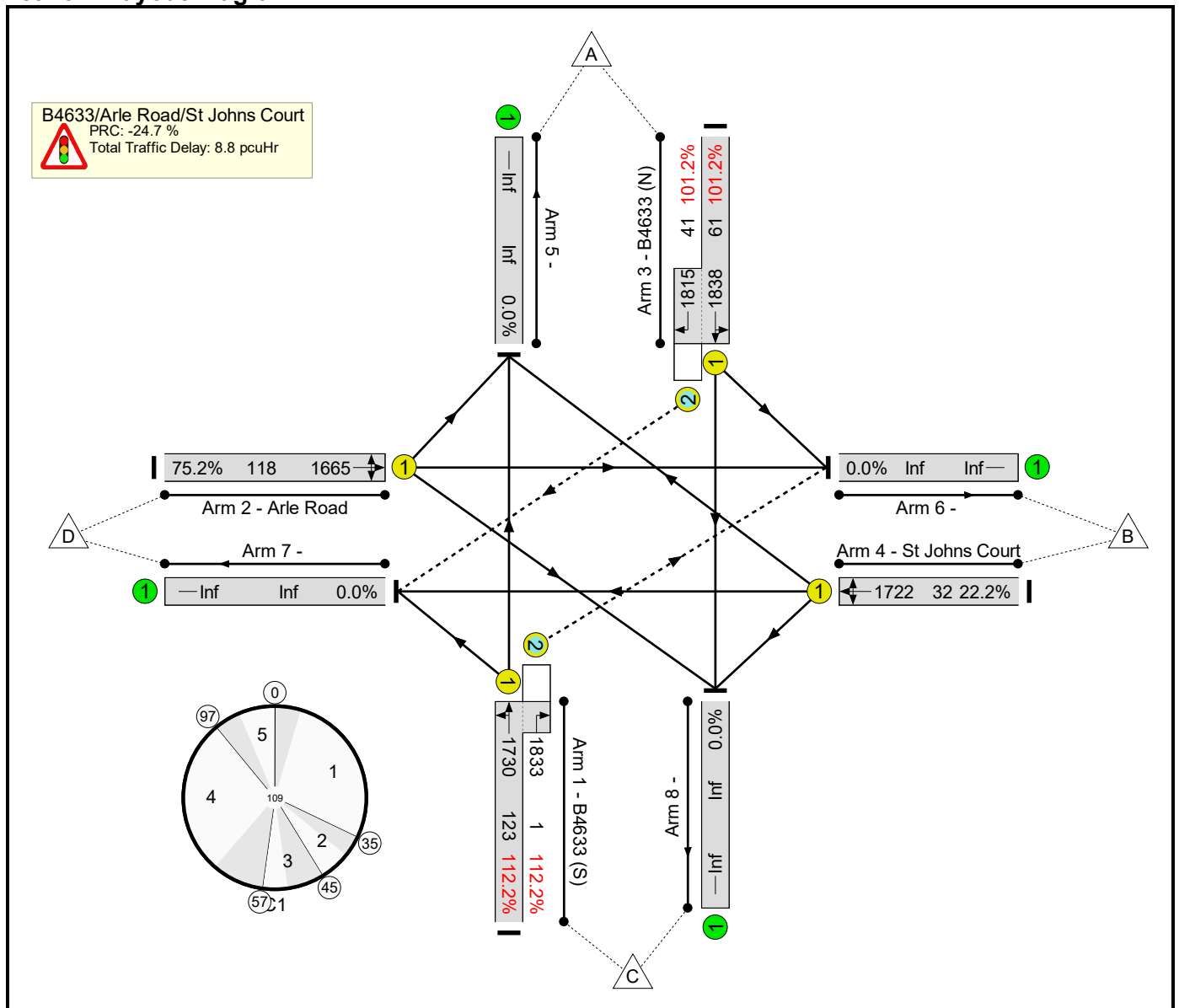


Network Results

Basic Results Summary

Scenario 12: '2031 + D AM Segment 4' (FG12: '2031 + D AM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



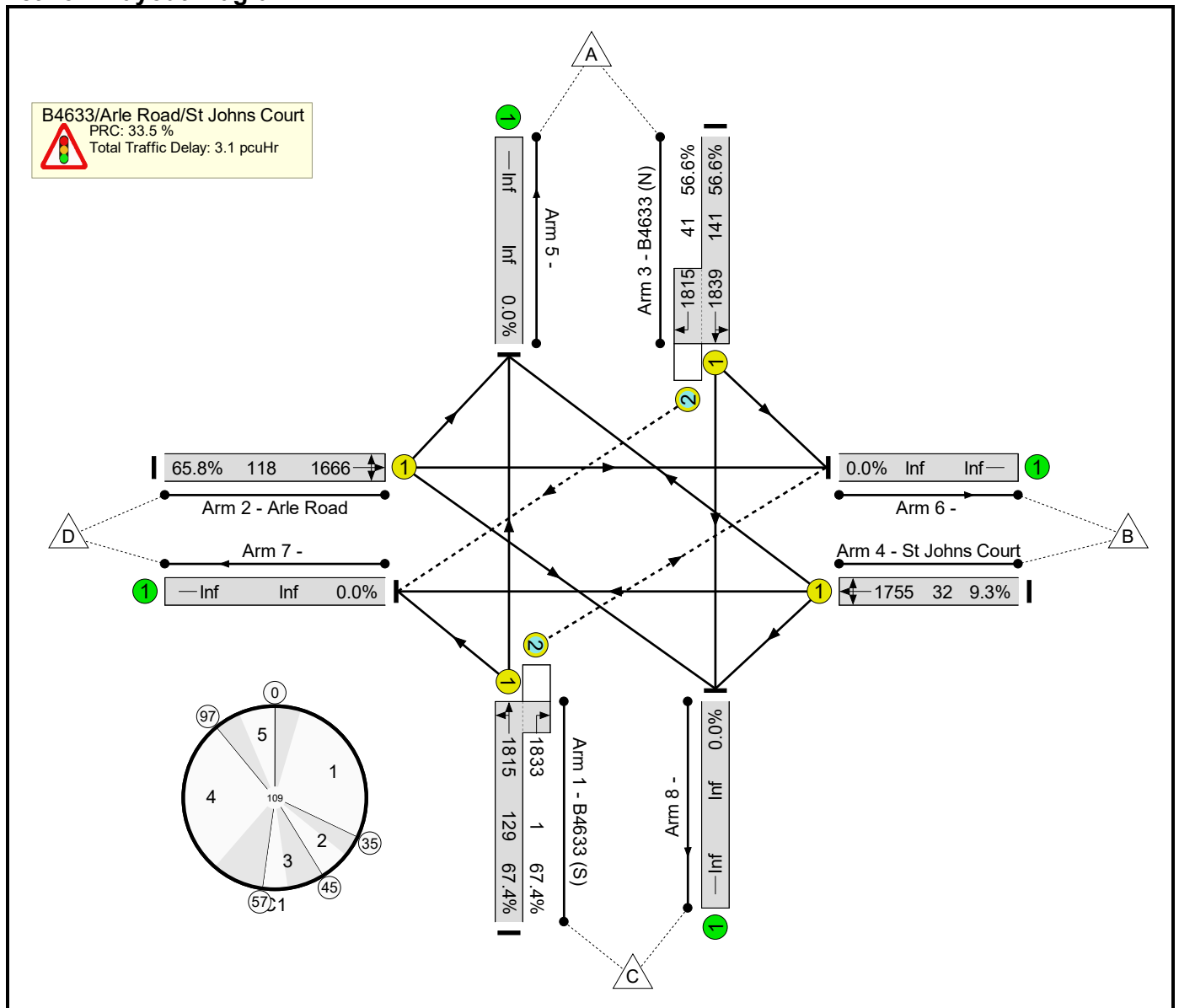
Network Results

[illegible]

Basic Results Summary

Scenario 13: '2025 Inter Segment 1' (FG13: '2025 Inter Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

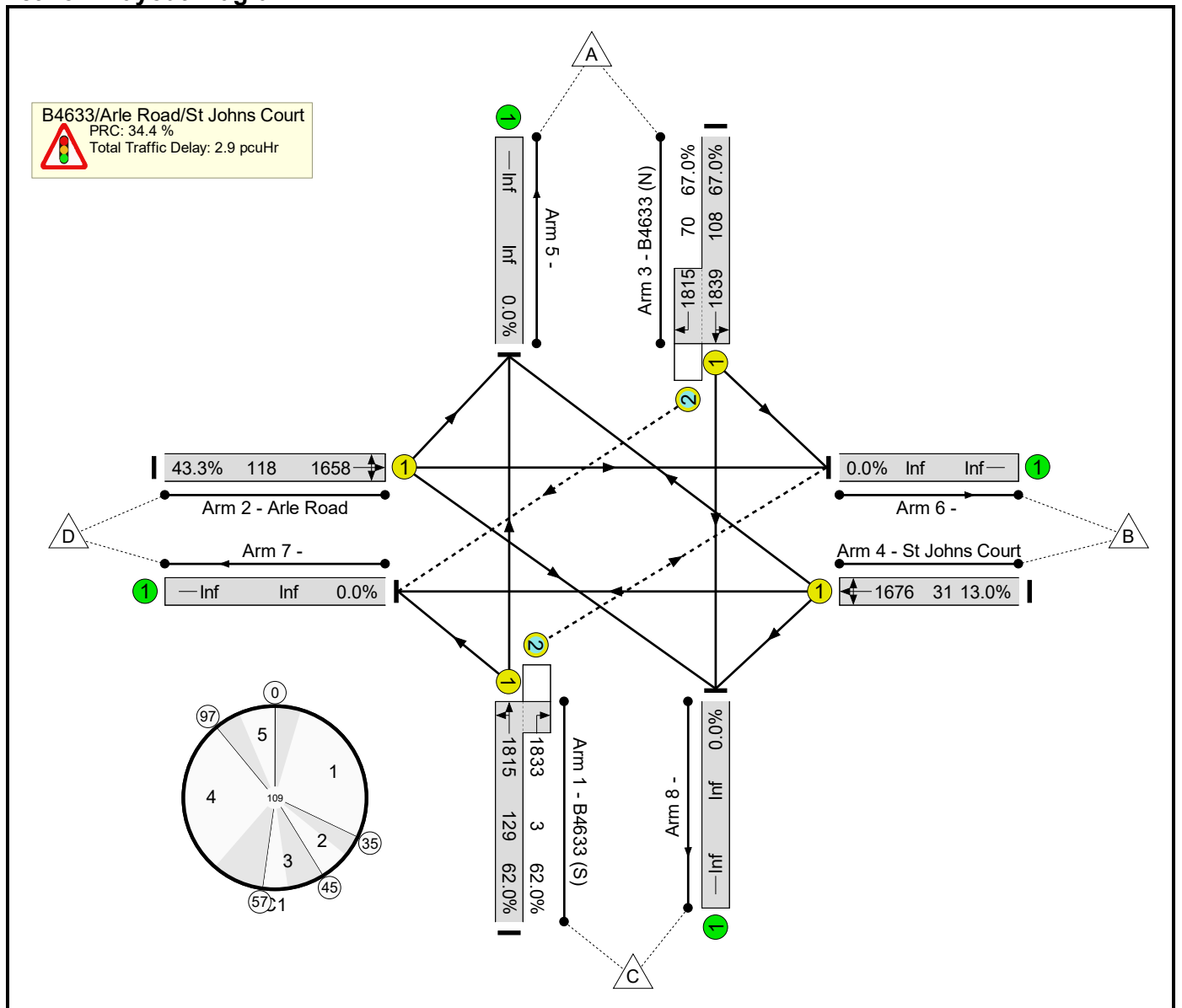


Network Results

Basic Results Summary

Scenario 14: '2025 Inter Segment 2' (FG14: '2025 Inter Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



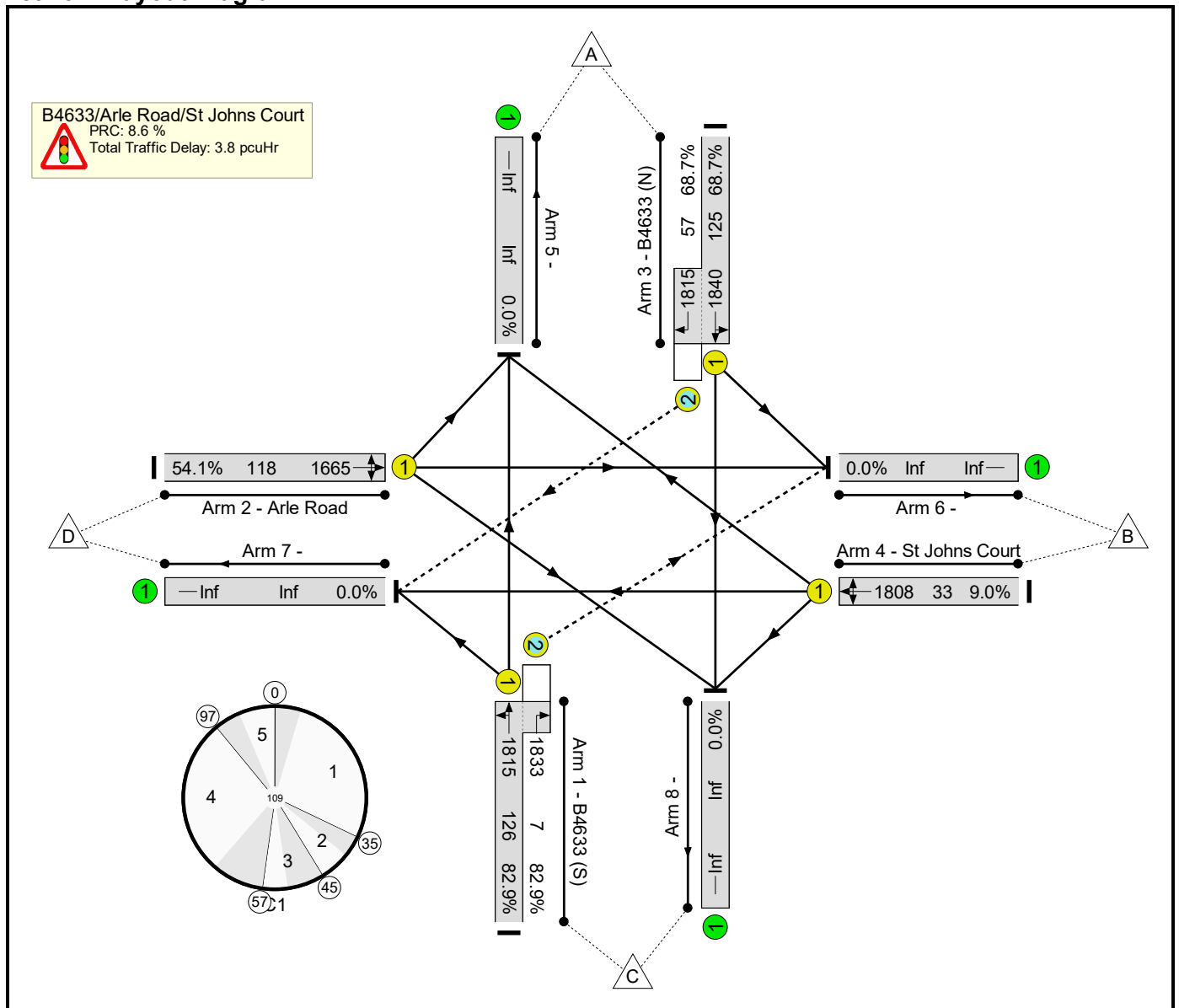
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	67.0%	37	11	1	2.9	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	67.0%	37	11	1	2.9	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	82	1815:1833	129+3	62.0 : 62.0%	2	0	0	1.0	42.6	9.3
2/1	Arle Road Left Ahead Right	U	D		1	30	-	51	1658	118	43.3%	-	-	-	0.5	38.5	5.4
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	119	1839:1815	108+70	67.0 : 67.0%	35	11	1	1.3	38.7	9.4
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	4	1676	31	13.0%	-	-	-	0.1	64.0	0.5
C1				PRC for Signalled Lanes (%):			34.4	Total Delay for Signalled Lanes (pcuHr):				2.87	Cycle Time (s): 109				
				PRC Over All Lanes (%):			34.4	Total Delay Over All Lanes(pcuHr):				2.87					

Basic Results Summary

Scenario 15: '2025 Inter Segment 3' (FG15: '2025 Inter Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

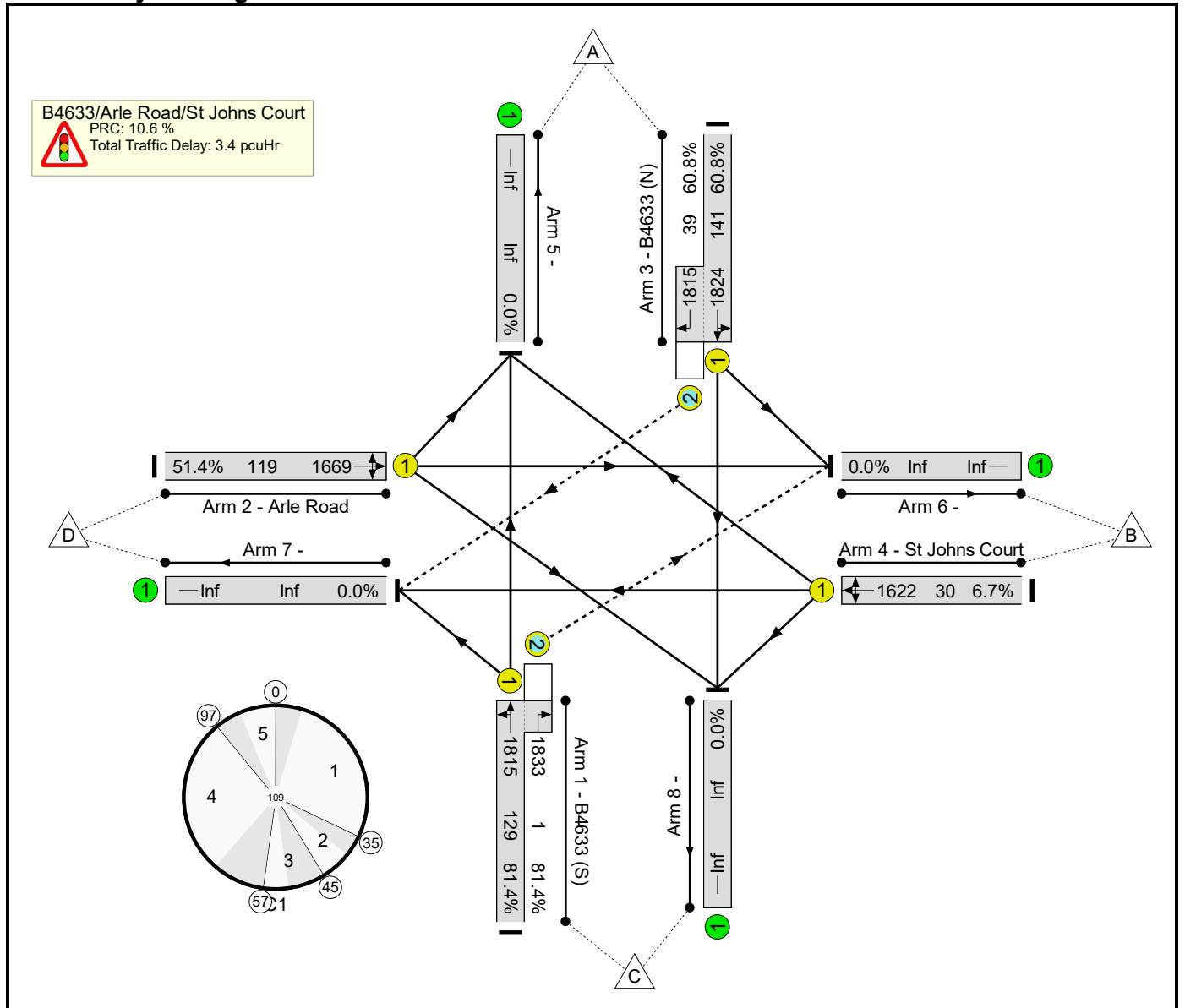
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	82.9%	22	22	1	3.8	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	82.9%	22	22	1	3.8	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	110	1815:1833	126+7	82.9 : 82.9%	6	0	0	1.6	53.4	14.3
2/1	Arle Road Left Ahead Right	U	D		1	30	-	64	1665	118	54.1%	-	-	-	0.7	41.1	7.1
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	125	1840:1815	125+57	68.7 : 68.7%	16	22	1	1.4	40.1	11.4
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	3	1808	33	9.0%	-	-	-	0.1	62.1	0.4
C1				PRC for Signalled Lanes (%):		8.6		Total Delay for Signalled Lanes (pcuHr):				3.80		Cycle Time (s): 109			
				PRC Over All Lanes (%):		8.6		Total Delay Over All Lanes(pcuHr):				3.80					

Basic Results Summary

Scenario 16: '2025 Inter Segment 4' (FG16: '2025 Inter Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



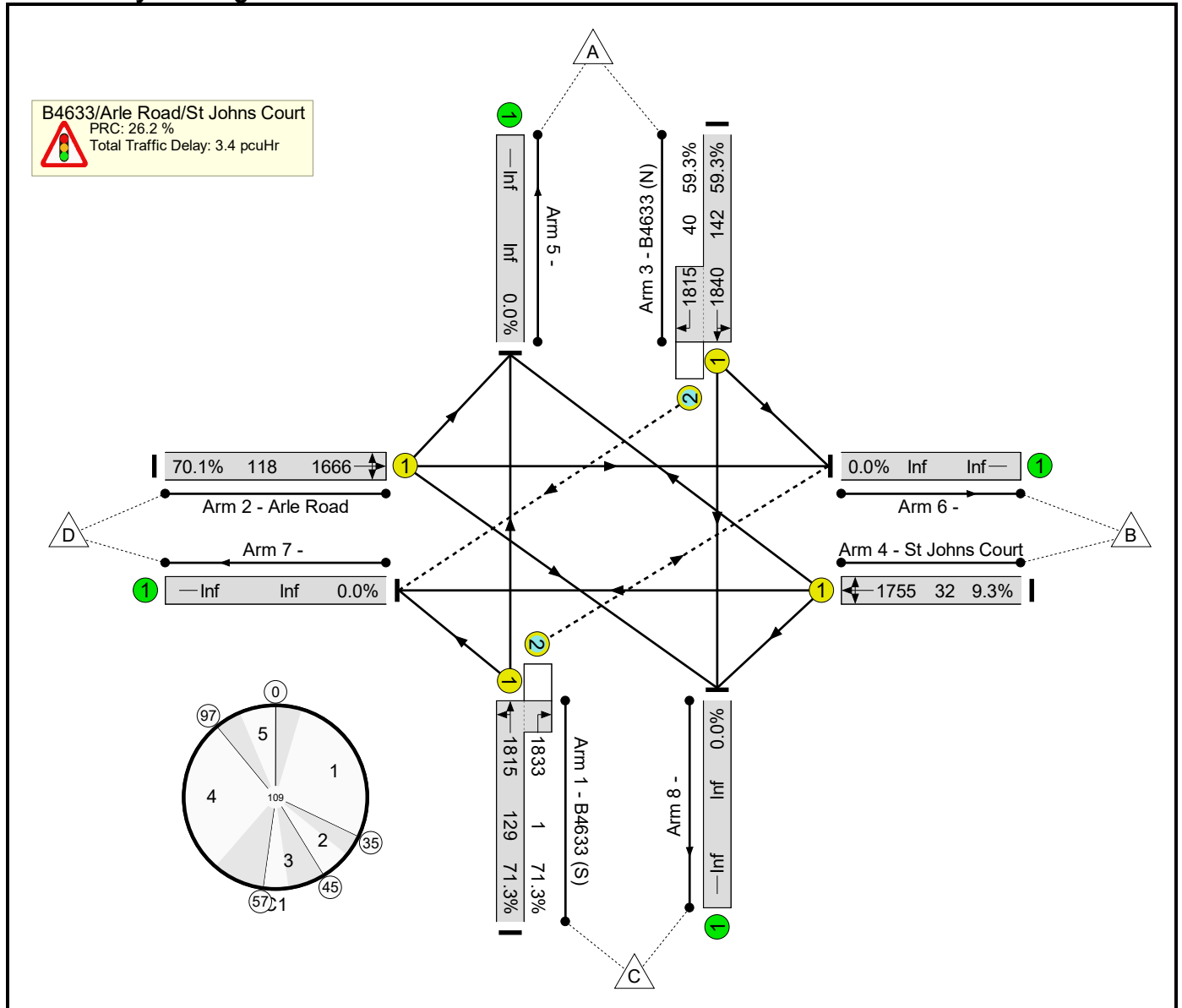
Network Results

[illegible]

Basic Results Summary

Scenario 17: '2031 Inter Segment 1' (FG17: '2031 Inter Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

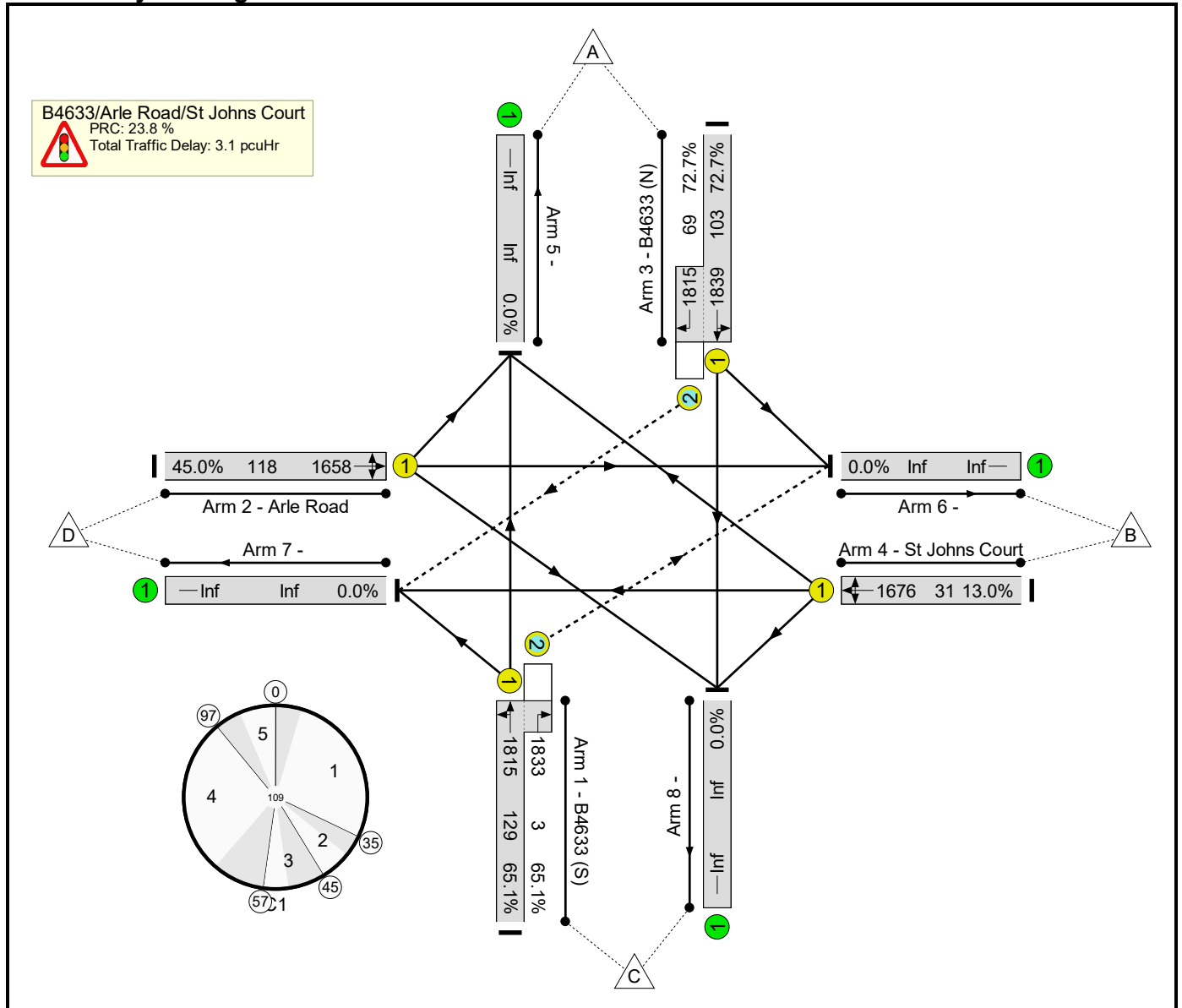


Network Results

Basic Results Summary

Scenario 18: '2031 Inter Segment 2' (FG18: '2031 Inter Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

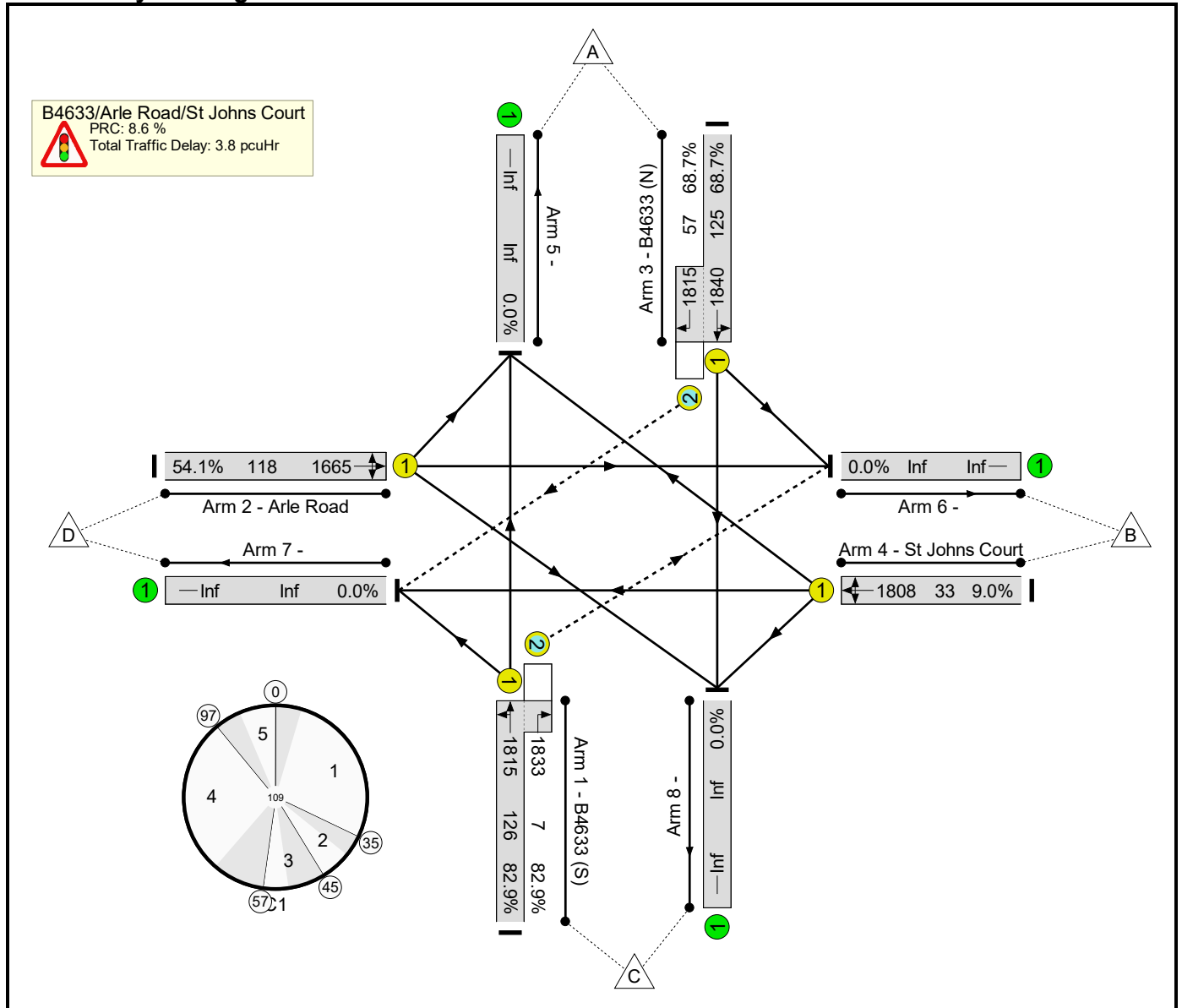
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	72.7%	34	17	1	3.1	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	72.7%	34	17	1	3.1	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	86	1815:1833	129+3	65.1 : 65.1%	2	0	0	1.0	43.7	9.9
2/1	Arle Road Left Ahead Right	U	D		1	30	-	53	1658	118	45.0%	-	-	-	0.6	38.9	5.6
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	125	1839:1815	103+69	72.7 : 72.7%	32	17	1	1.4	41.2	10.5
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	4	1676	31	13.0%	-	-	-	0.1	64.0	0.5
C1				PRC for Signalled Lanes (%):		23.8		Total Delay for Signalled Lanes (pcuHr):				3.12		Cycle Time (s): 109			
				PRC Over All Lanes (%):		23.8		Total Delay Over All Lanes(pcuHr):				3.12					

Basic Results Summary

Scenario 19: '2031 Inter Segment 3' (FG15: '2025 Inter Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

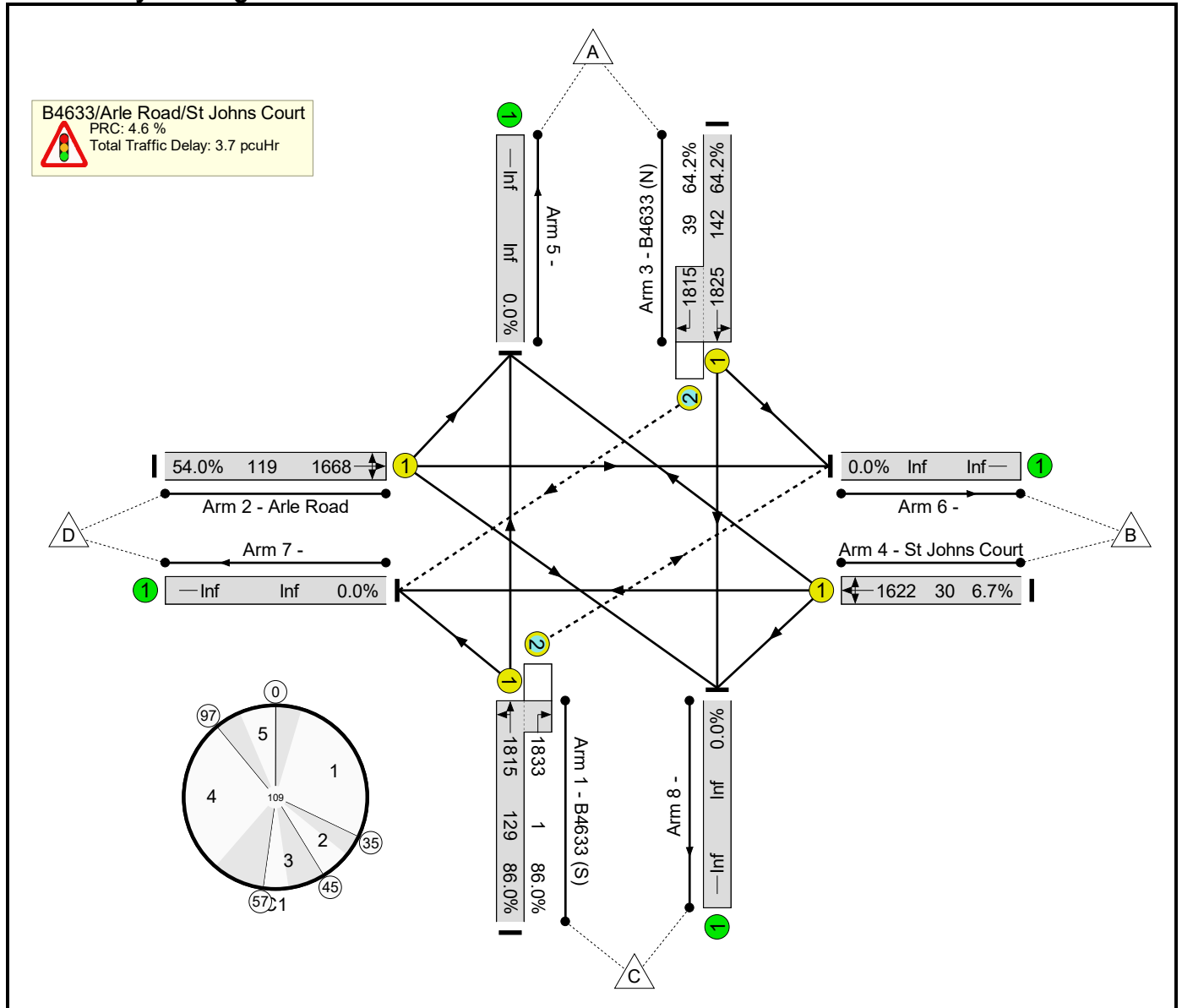


Network Results

Basic Results Summary

Scenario 20: '2031 Inter Segment 4' (FG20: '2031 Inter Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

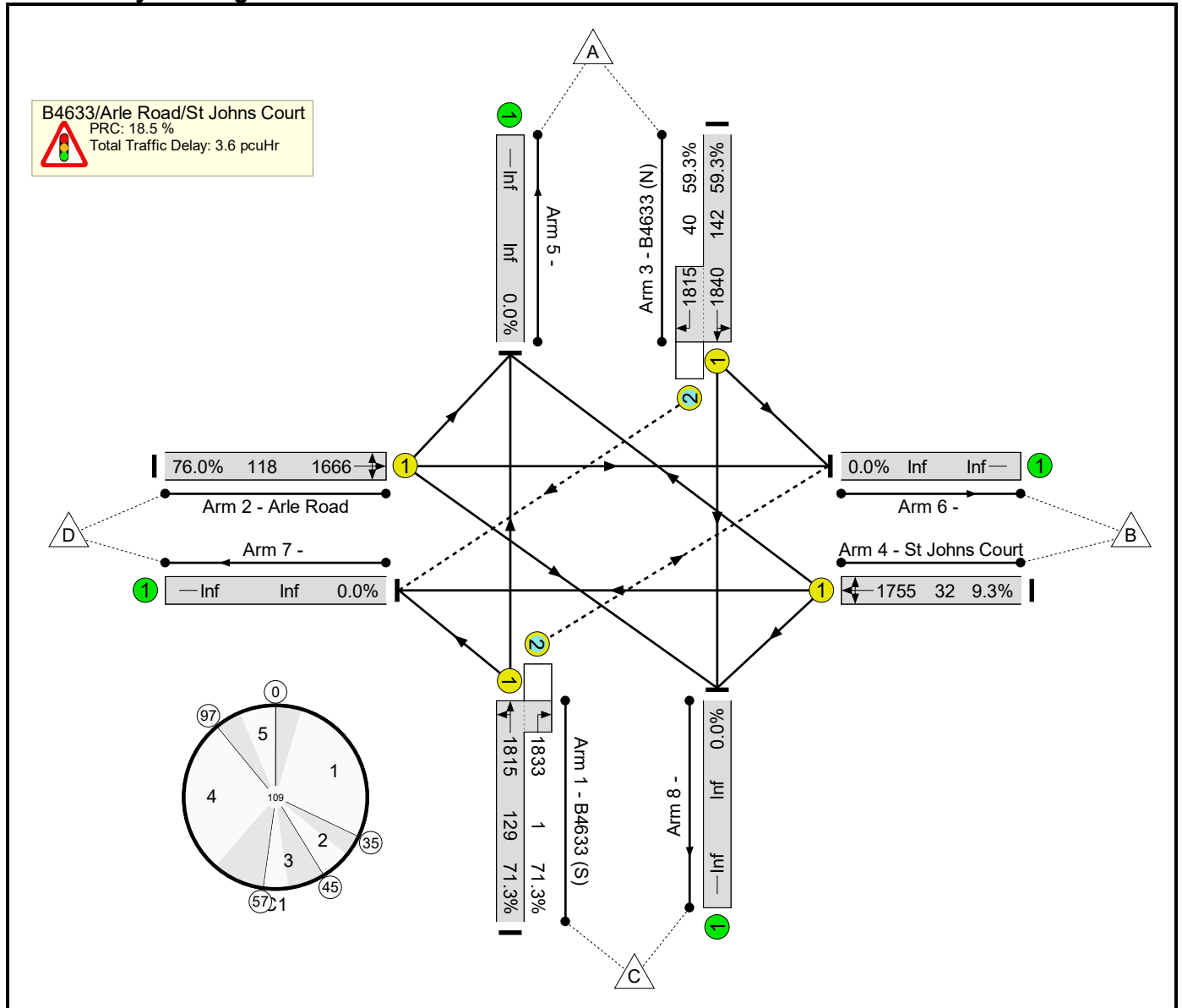


Network Results

Basic Results Summary

Scenario 21: '2031 + D Inter Segment 1' (FG21: '2031 Inter + D Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

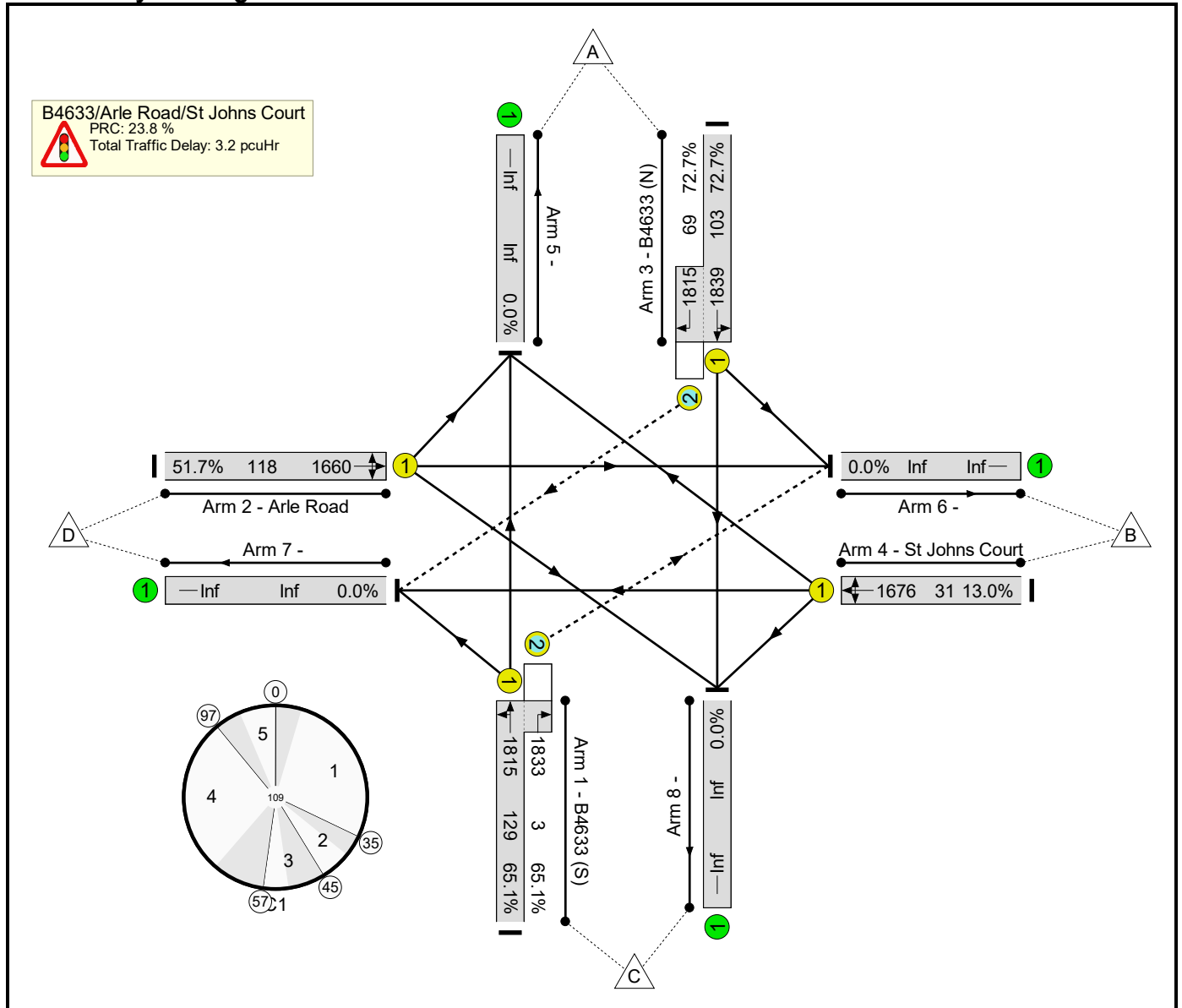


Network Results

Basic Results Summary

Scenario 22: '2031 + D Inter Segment 2' (FG22: '2031 Inter + D Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



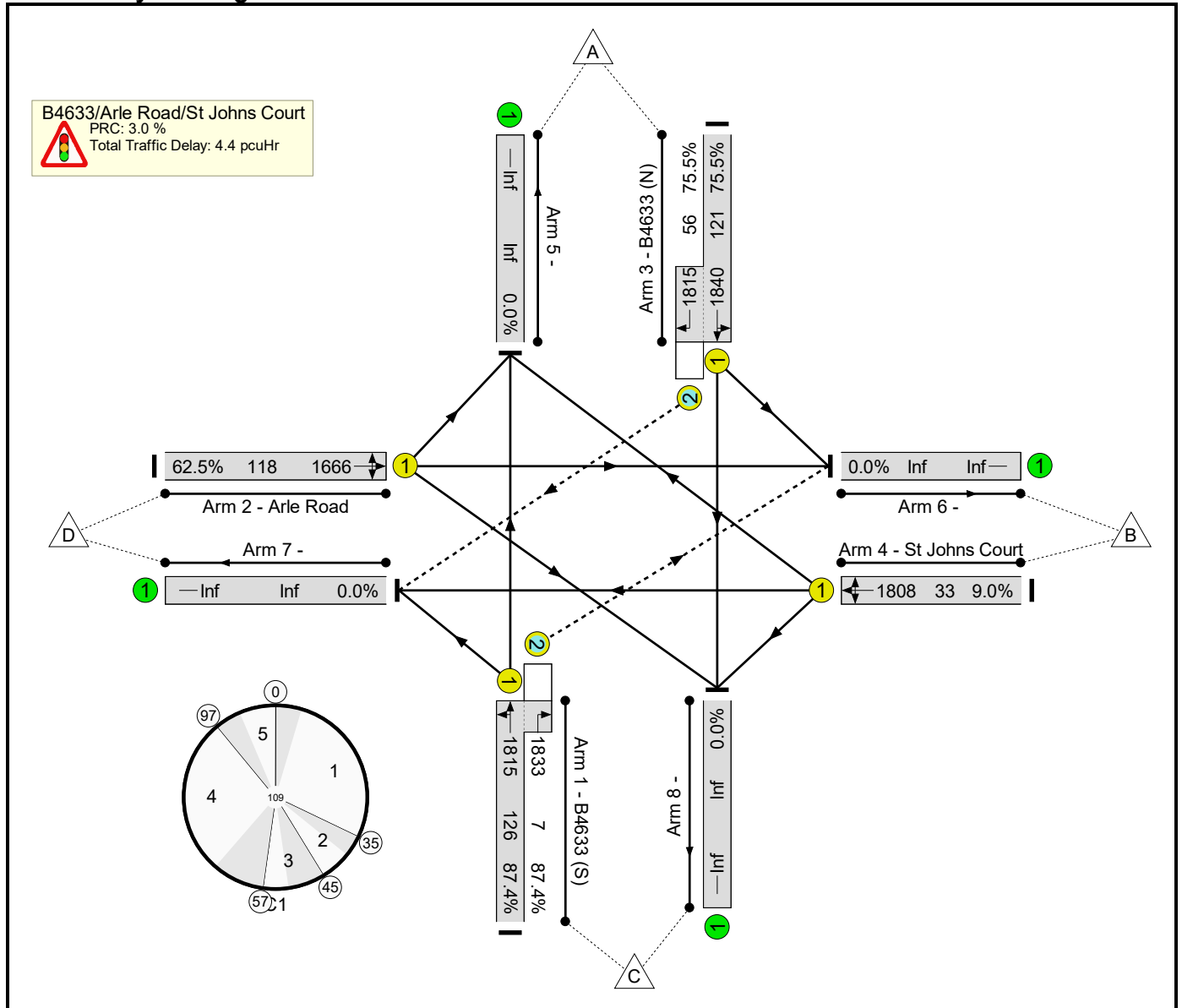
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	72.7%	34	17	1	3.2	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	72.7%	34	17	1	3.2	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	86	1815:1833	129+3	65.1 : 65.1%	2	0	0	1.0	43.7	9.9
2/1	Arle Road Left Ahead Right	U	D		1	30	-	61	1660	118	51.7%	-	-	-	0.7	40.5	6.7
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	125	1839:1815	103+69	72.7 : 72.7%	32	17	1	1.4	41.2	10.5
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	4	1676	31	13.0%	-	-	-	0.1	64.0	0.5
C1 PRC for Signalled Lanes (%): 23.8 PRC Over All Lanes (%): 23.8 Total Delay for Signalled Lanes (pcuHr): 3.23 Total Delay Over All Lanes(pcuHr): 3.23 Cycle Time (s): 109																	

Basic Results Summary

Scenario 23: '2031 + D Inter Segment 3' (FG23: '2031 Inter + DSegment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

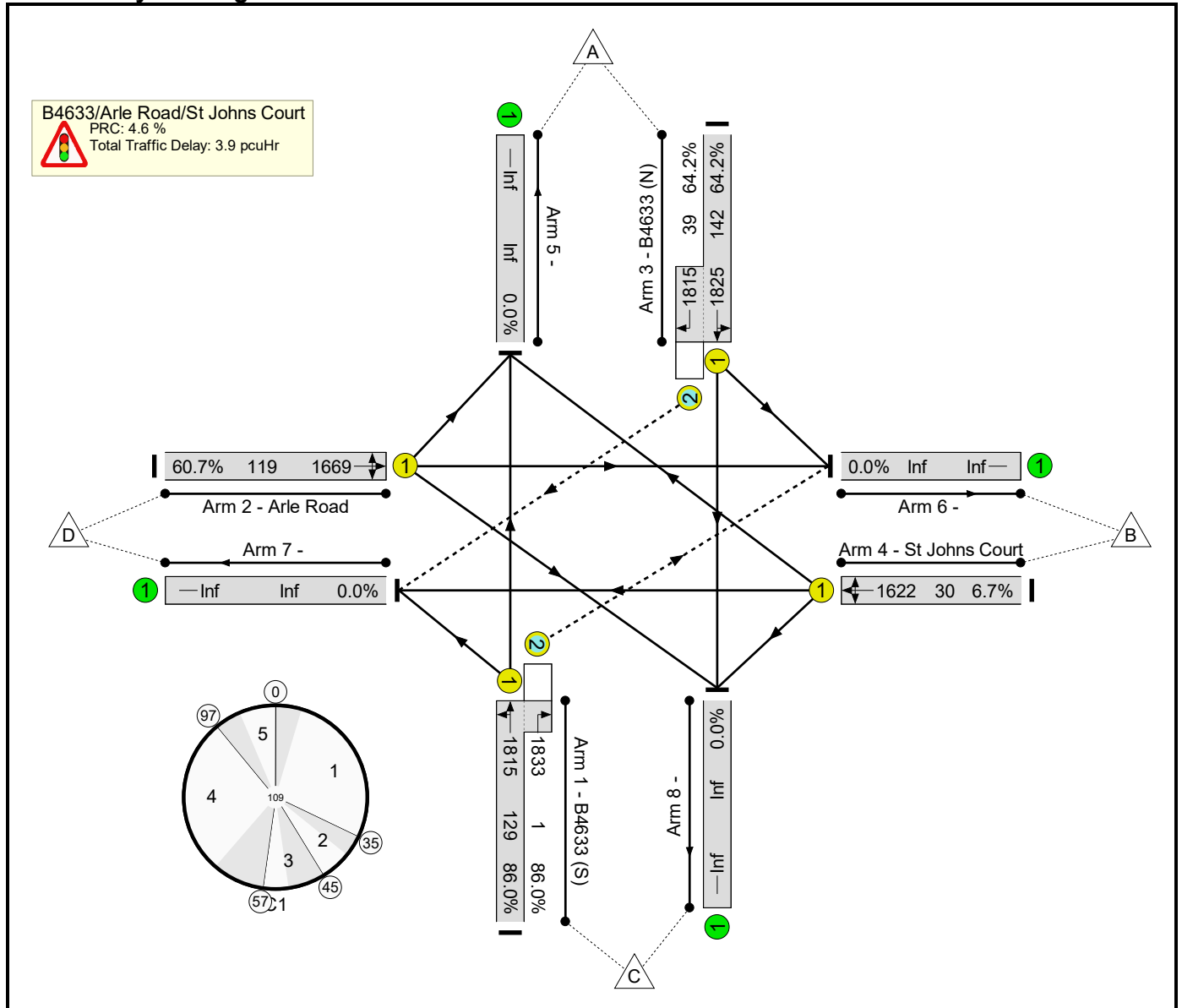
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	87.4%	17	30	1	4.4	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	87.4%	17	30	1	4.4	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	30	-	116	1815:1833	126+7	87.4 : 87.4%	6	0	0	1.9	57.7	15.8
2/1	Arle Road Left Ahead Right	U	D		1	30	-	74	1666	118	62.5%	-	-	-	0.9	43.7	8.5
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	40	6	133	1840:1815	121+56	75.5 : 75.5%	11	30	1	1.6	43.2	12.9
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	3	1808	33	9.0%	-	-	-	0.1	62.1	0.4
C1				PRC for Signalled Lanes (%):		3.0		Total Delay for Signalled Lanes (pcuHr):				4.41		Cycle Time (s): 109			
				PRC Over All Lanes (%):		3.0		Total Delay Over All Lanes(pcuHr):				4.41					

Basic Results Summary

Scenario 24: '2031 + D Inter Segment 4' (FG24: '2031 Inter + D Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

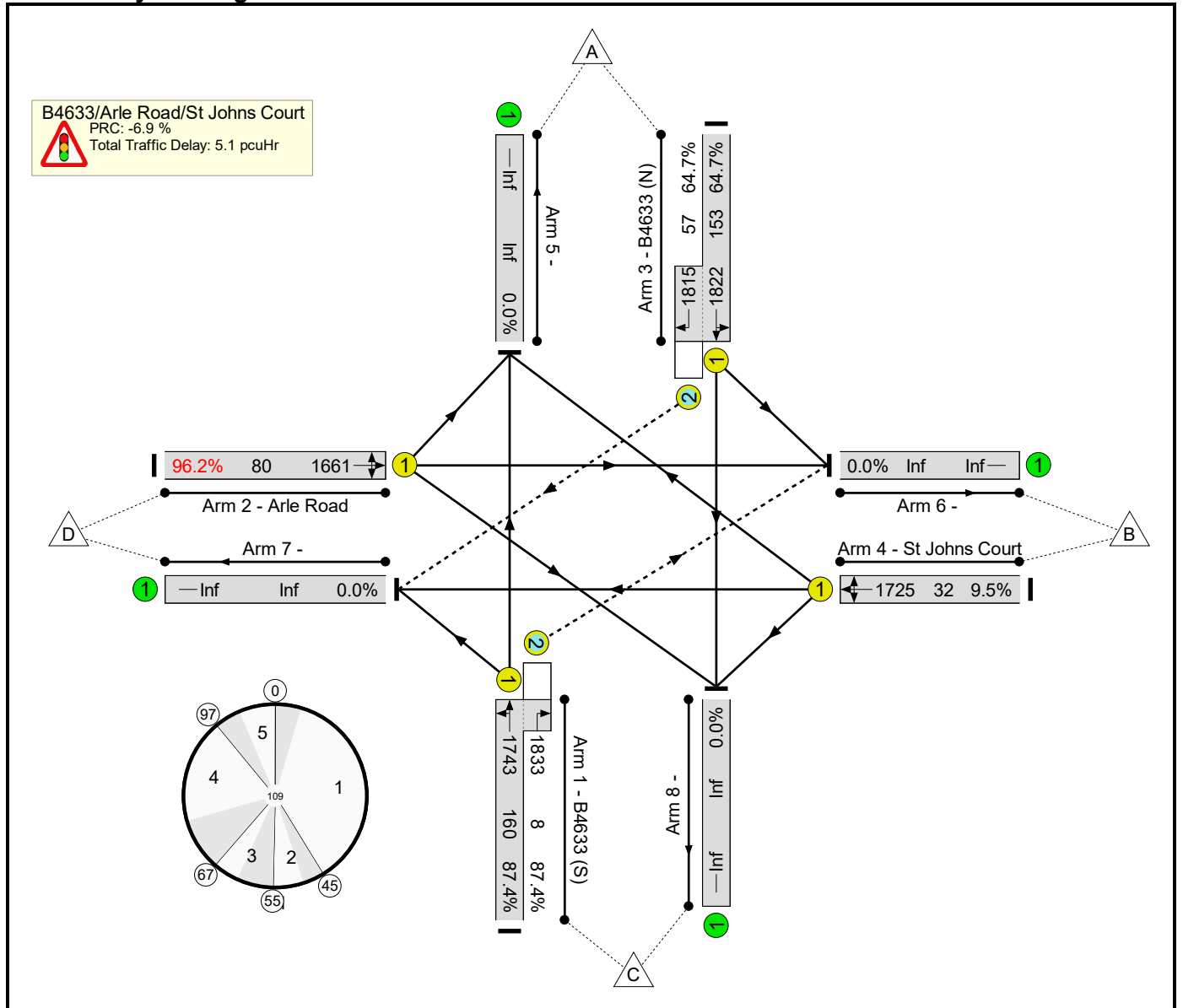


Network Results

Basic Results Summary

Scenario 25: '2025 PM Segment 1' (FG25: '2025 PM Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

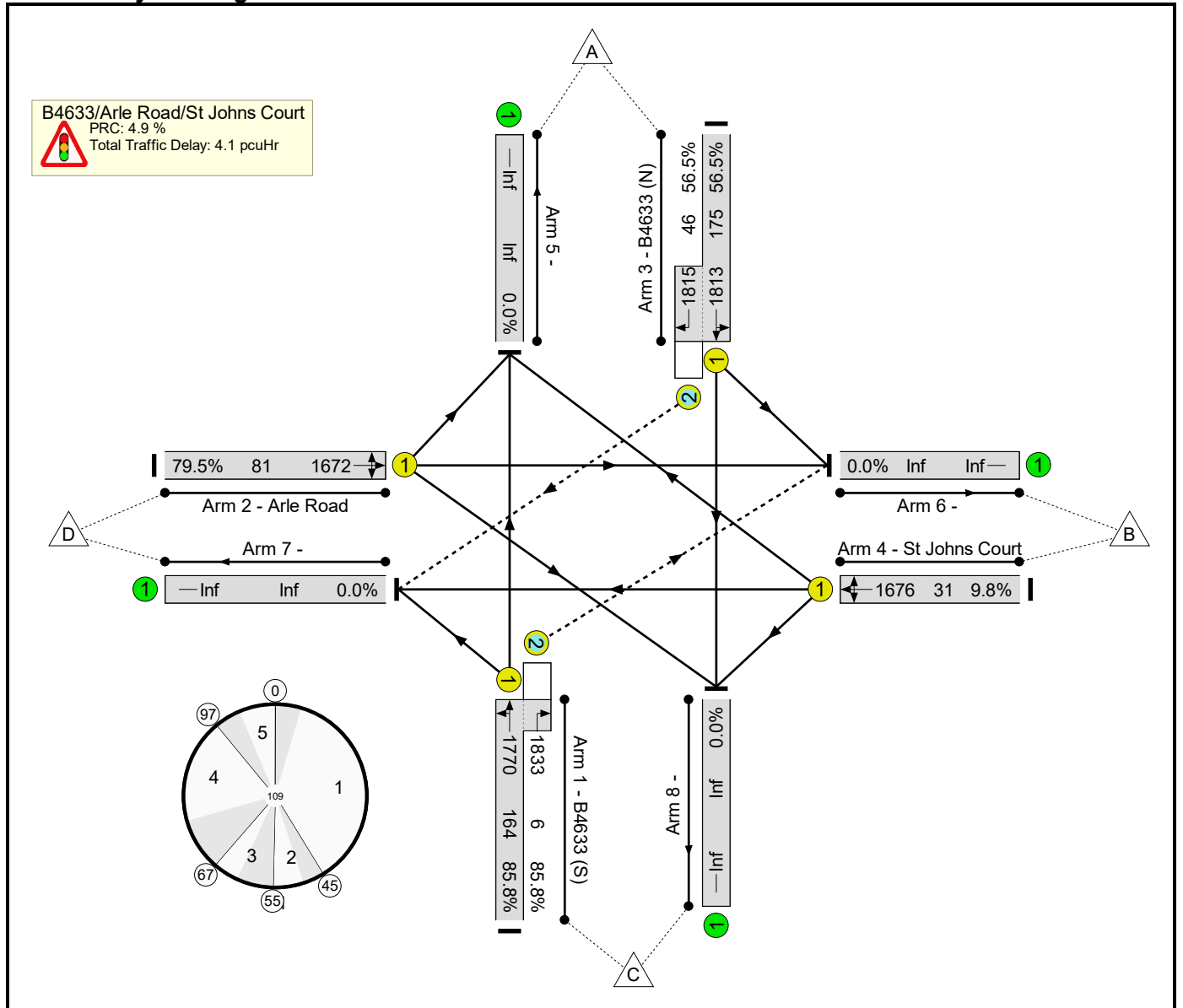
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	96.2%	22	21	1	5.1	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	96.2%	22	21	1	5.1	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	40	-	147	1743:1833	160+8	87.4 : 87.4%	7	0	0	2.0	48.5	19.2
2/1	Arle Road Left Ahead Right	U	D		1	20	-	77	1661	80	96.2%	-	-	-	1.9	86.9	12.9
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	50	6	136	1822:1815	153+57	64.7 : 64.7%	15	21	1	1.2	32.8	11.2
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	3	1725	32	9.5%	-	-	-	0.1	62.9	0.4
C1				PRC for Signalled Lanes (%):		-6.9		Total Delay for Signalled Lanes (pcuHr):				5.13		Cycle Time (s): 109			
				PRC Over All Lanes (%):		-6.9		Total Delay Over All Lanes(pcuHr):				5.13					

Basic Results Summary

Scenario 26: '2025 PM Segment 2' (FG26: '2025 PM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

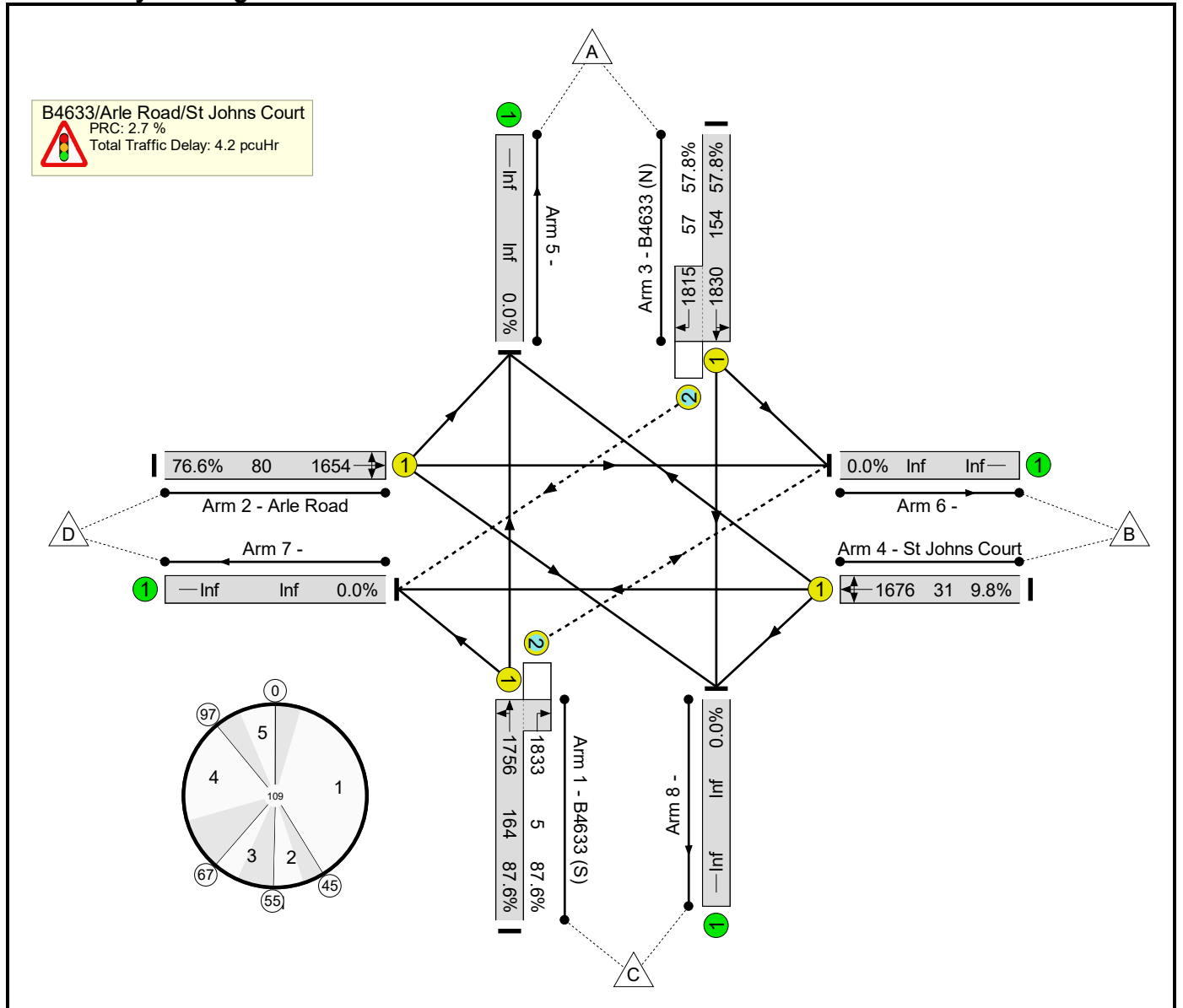


Network Results

Basic Results Summary

Scenario 27: '2025 PM Segment 3' (FG27: '2025 PM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

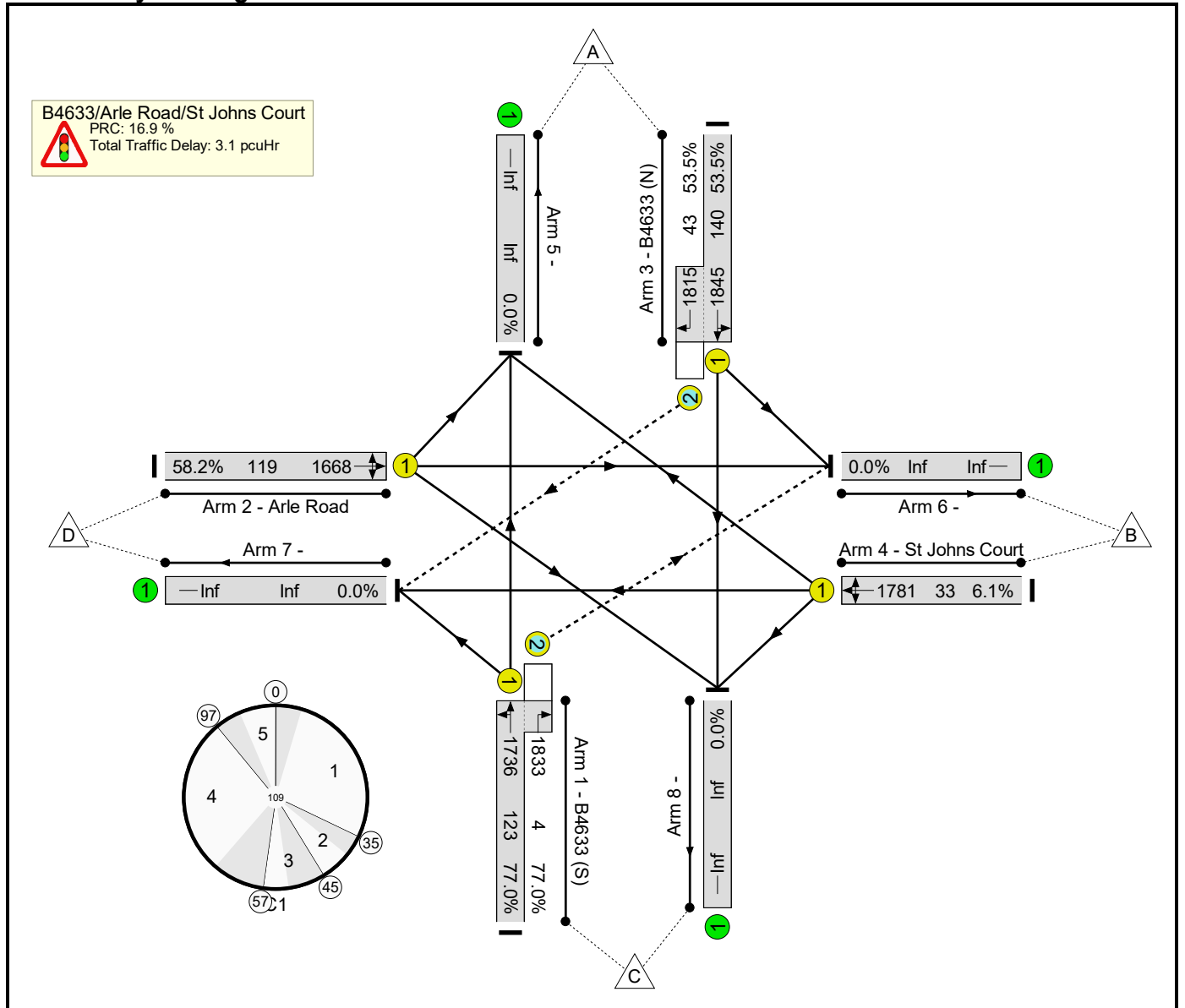


Network Results

Basic Results Summary

Scenario 28: '2025 PM Segment 4' (FG28: '2025 PM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

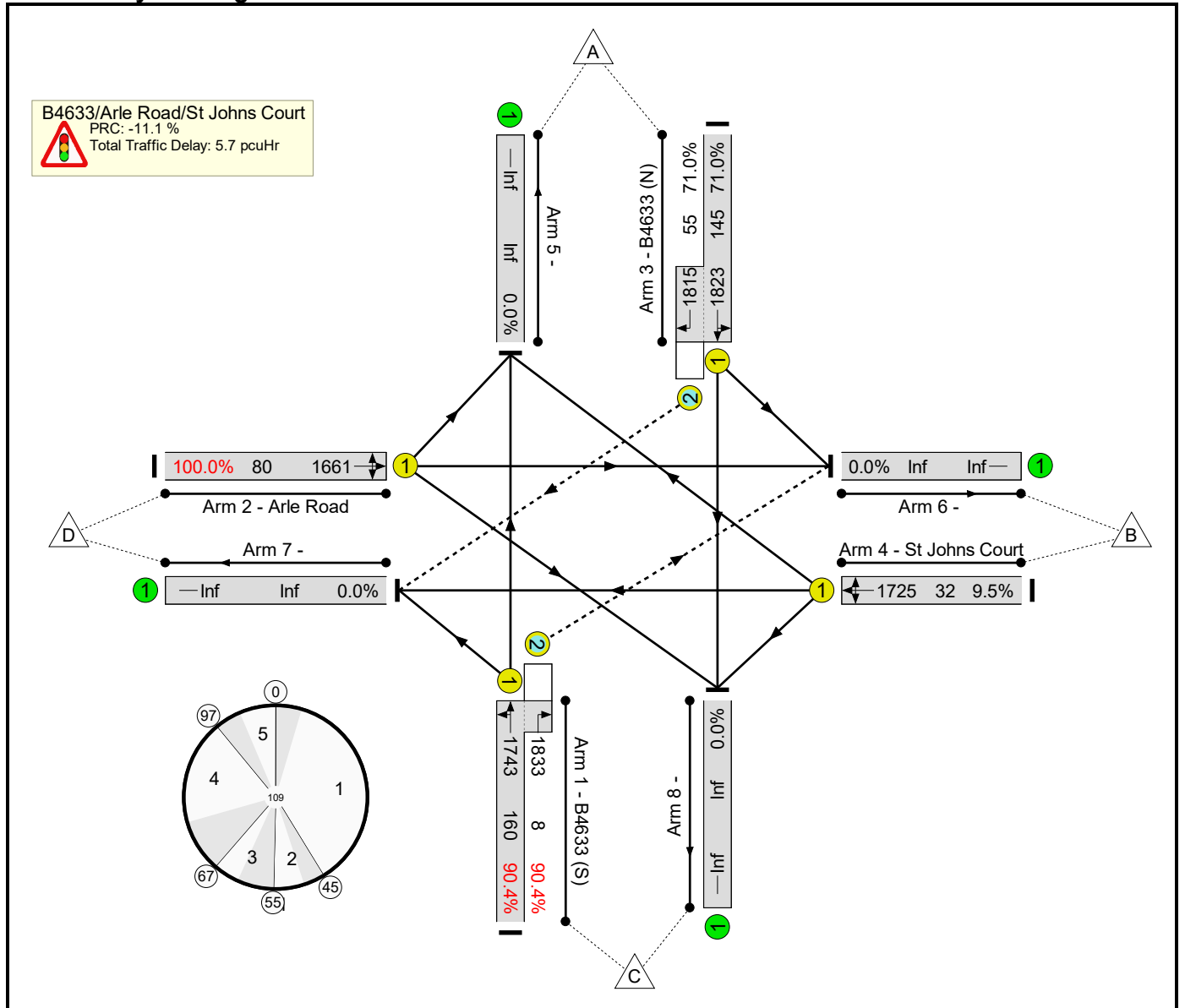


Network Results

Basic Results Summary

Scenario 29: '2031 PM Segment 1' (FG29: '2031 PM Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

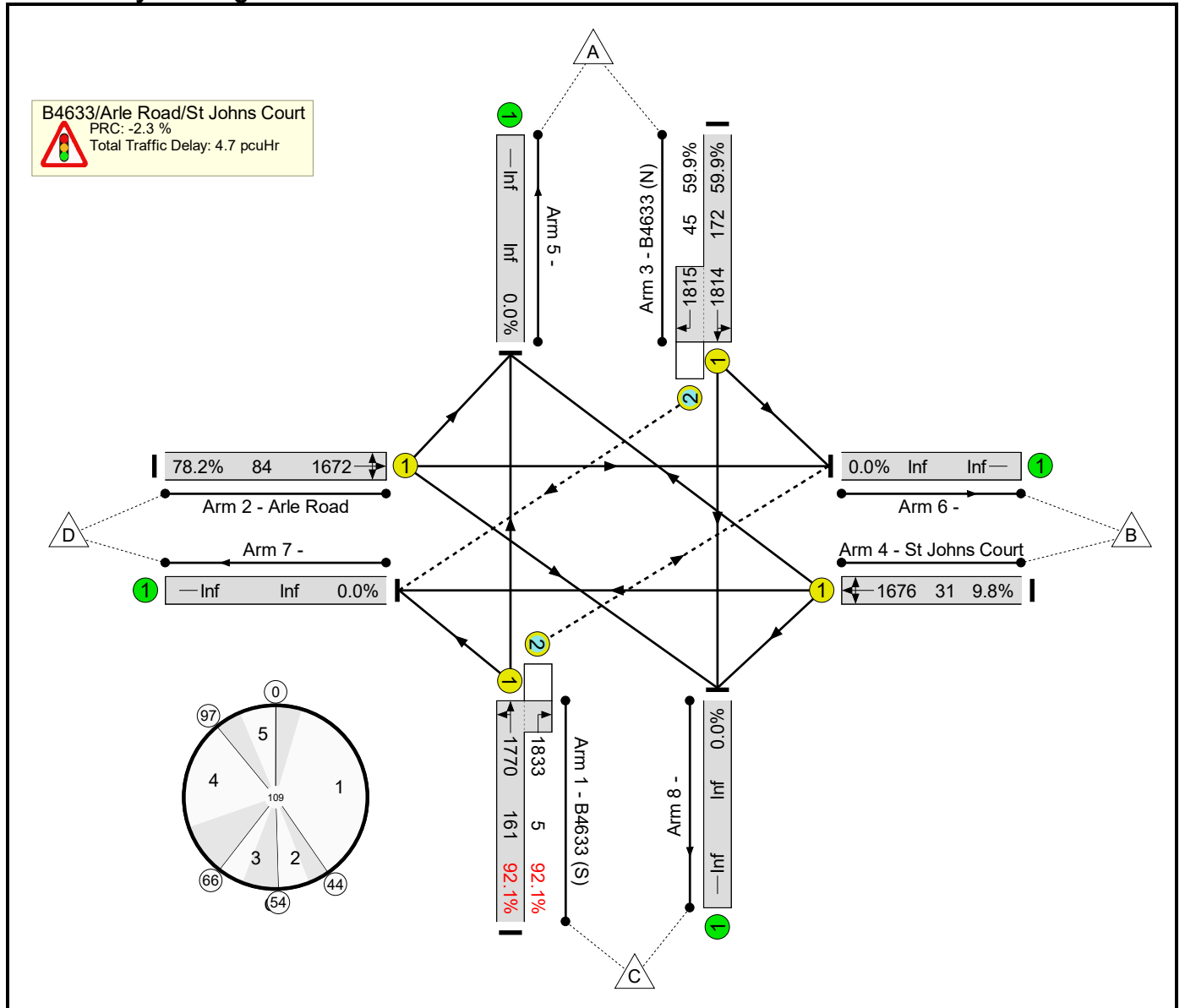


Network Results

Basic Results Summary

Scenario 30: '2031 PM Segment 2' (FG30: '2031 PM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

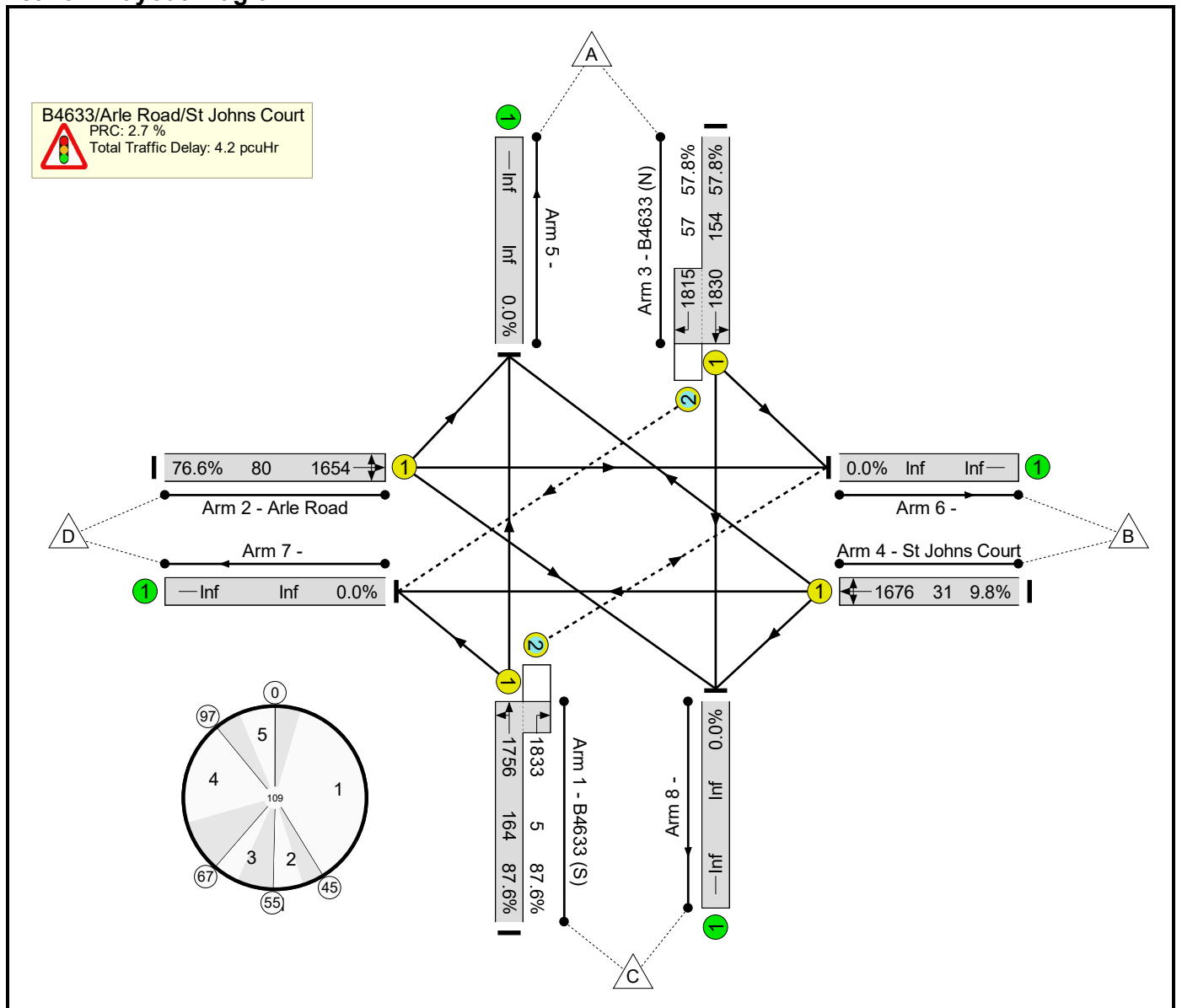


Network Results

Basic Results Summary

Scenario 31: '2031 PM Segment 3' (FG27: '2025 PM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

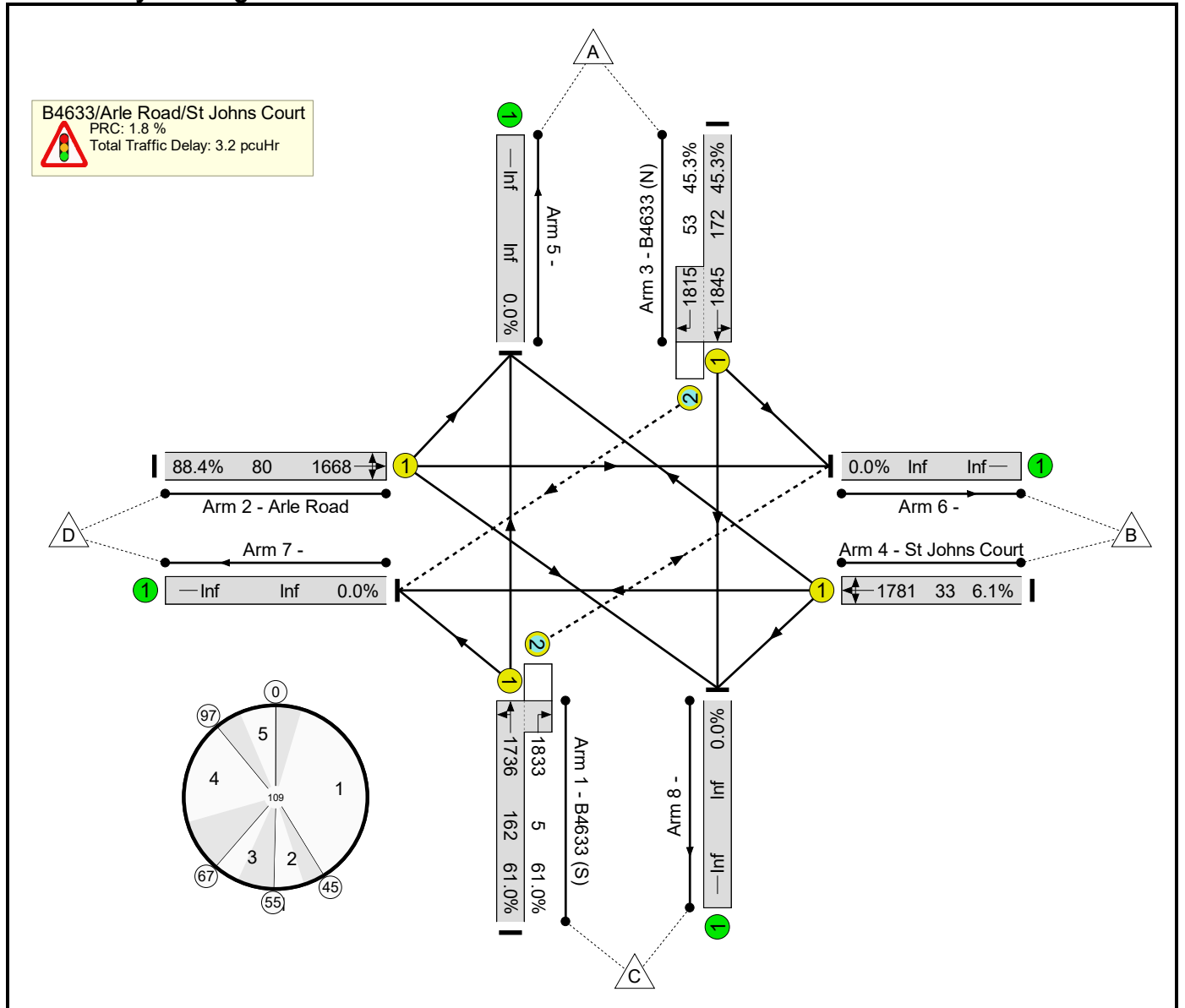


Network Results

Basic Results Summary

Scenario 32: '2031 PM Segment 4' (FG32: '2031 PM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

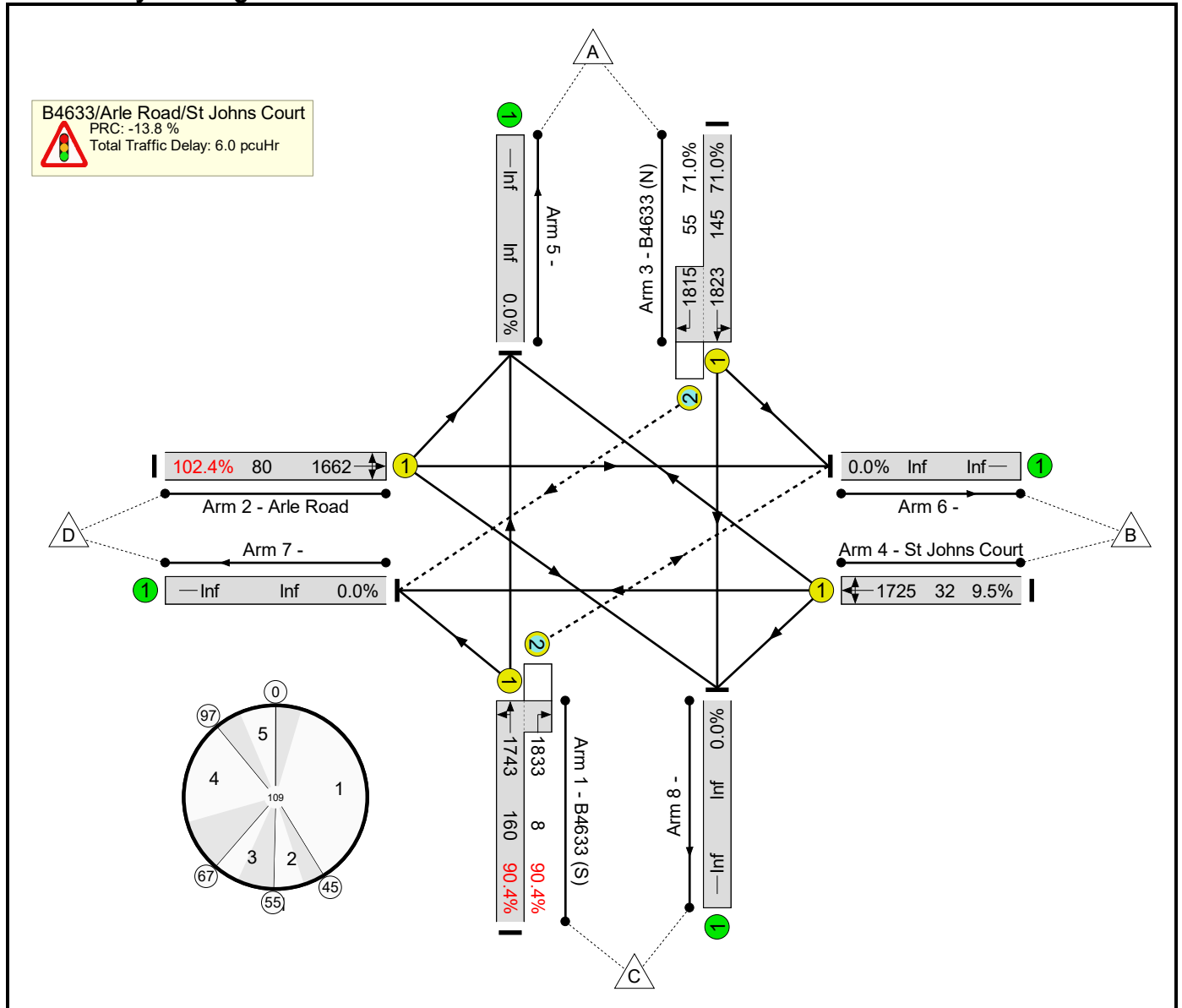


Network Results

Basic Results Summary

Scenario 33: '2031 + D PM Segment 1' (FG33: '2031 + D PM Segment 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

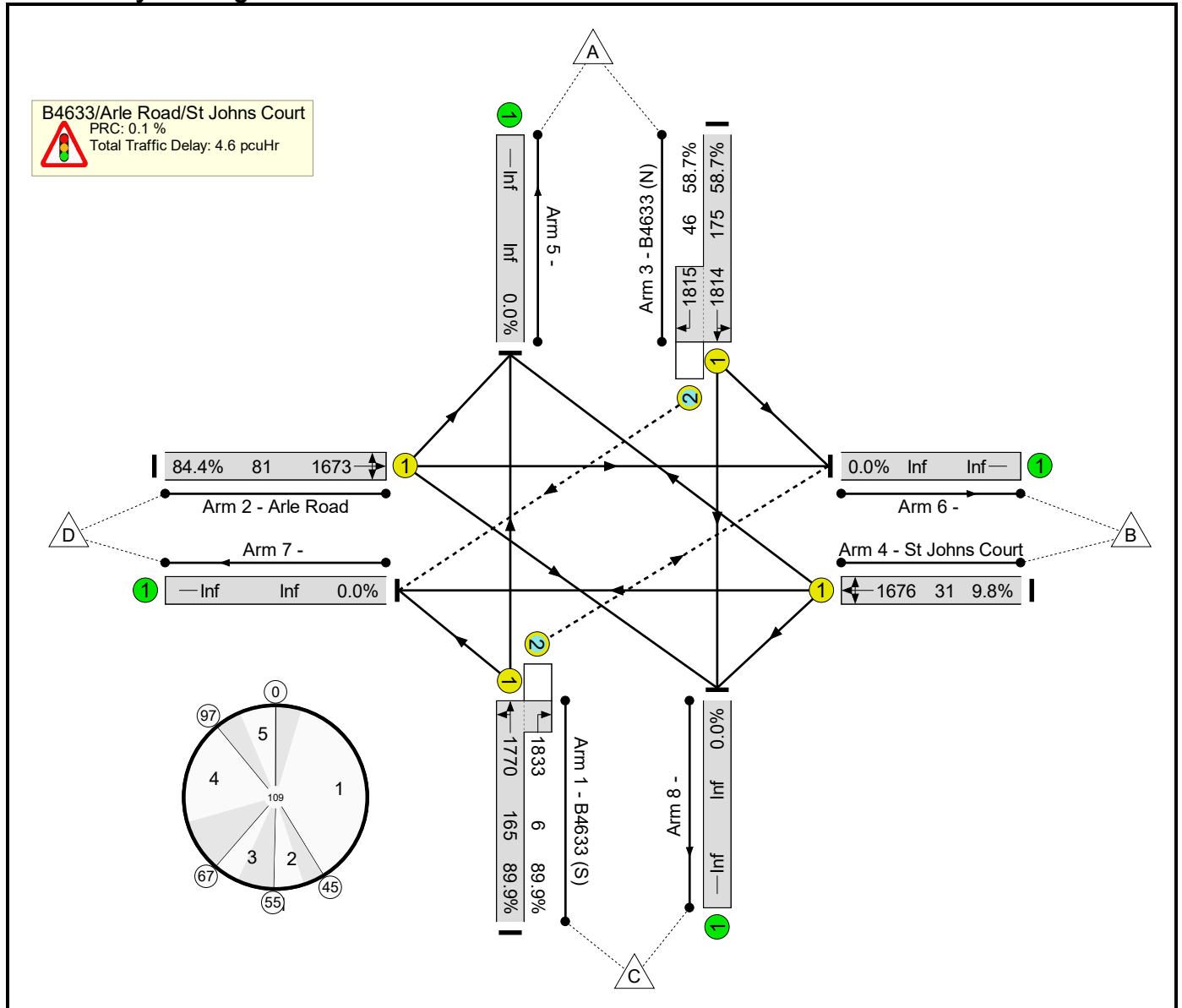


Network Results

Basic Results Summary

Scenario 34: '2031 + D PM Segment 2' (FG34: '2031 + D PM Segment 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

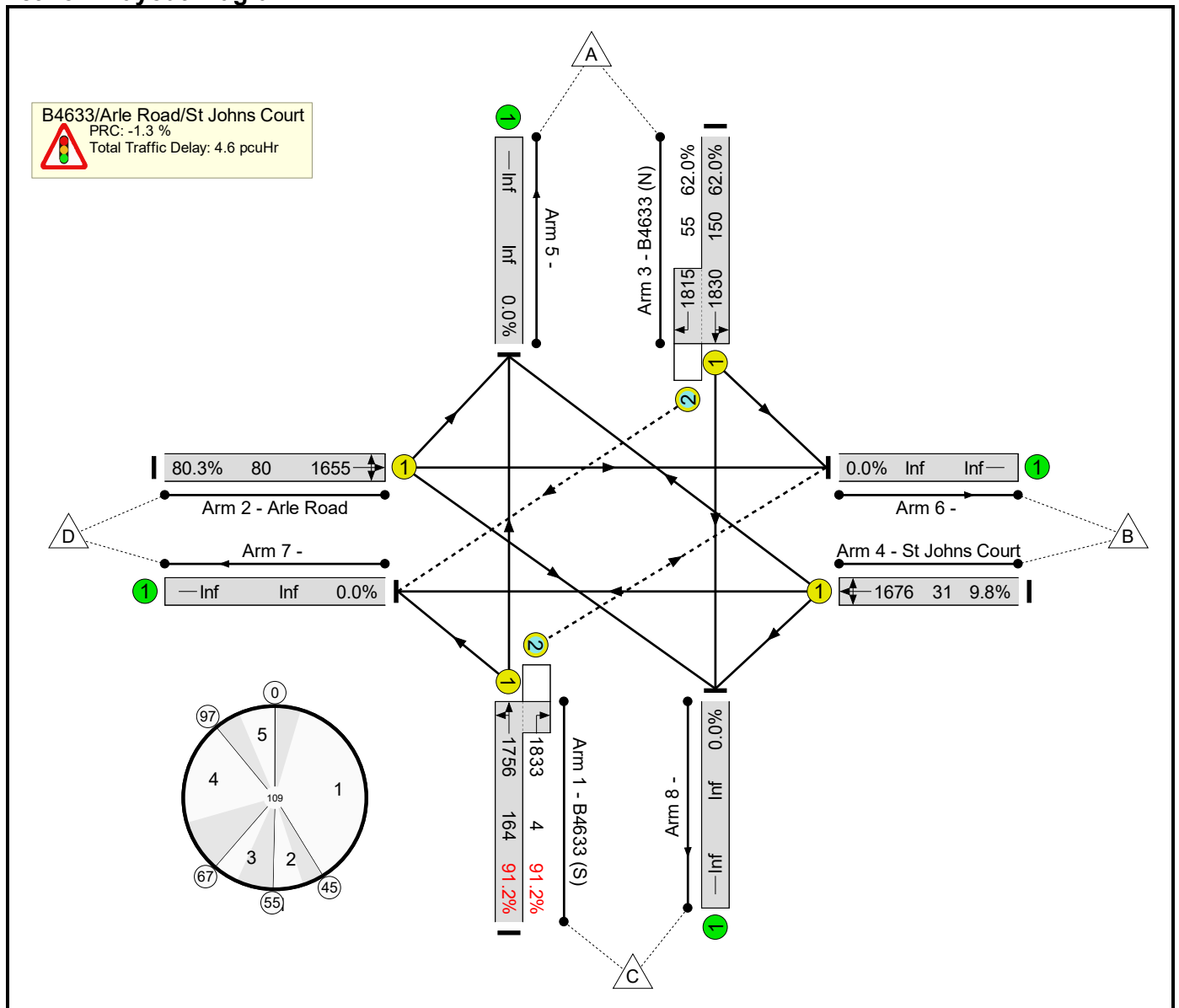


Network Results

Basic Results Summary

Scenario 35: '2031 + D PM Segment 3' (FG35: '2031 + D PM Segment 3', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

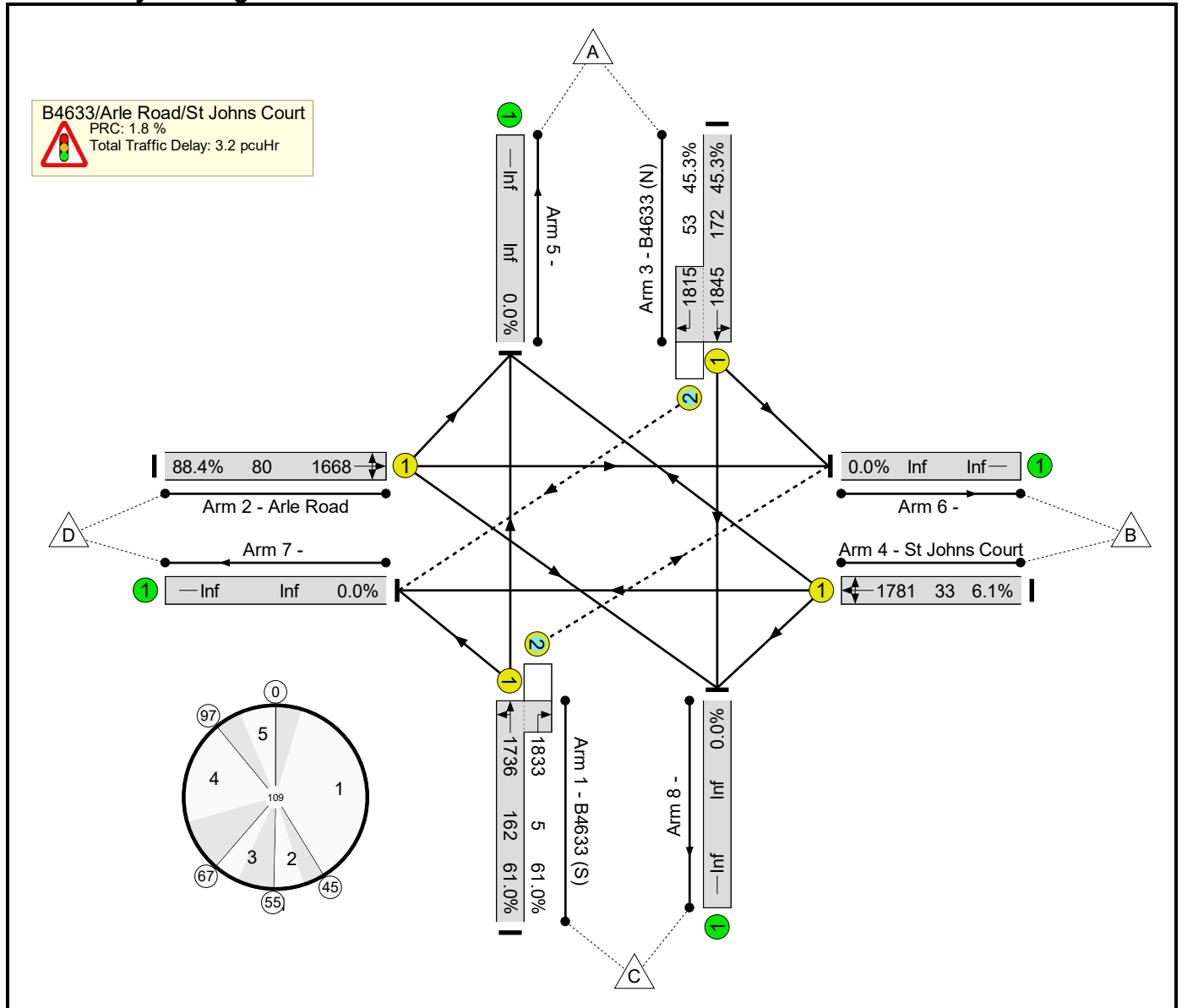
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	91.2%	14	23	1	4.6	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	91.2%	14	23	1	4.6	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	40	-	154	1756:1833	164+4	91.2 : 91.2%	4	0	0	2.3	52.9	21.1
2/1	Arle Road Left Ahead Right	U	D		1	20	-	64	1655	80	80.3%	-	-	-	1.2	65.6	9.1
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	50	6	127	1830:1815	150+55	62.0 : 62.0%	10	23	1	1.1	32.4	10.0
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	3	1676	31	9.8%	-	-	-	0.1	63.4	0.4
C1				PRC for Signalled Lanes (%):		-1.3		Total Delay for Signalled Lanes (pcuHr):				4.63		Cycle Time (s): 109			
				PRC Over All Lanes (%):		-1.3		Total Delay Over All Lanes(pcuHr):				4.63					

Basic Results Summary

Scenario 36: '2031 + D PM Segment 4' (FG36: '2031 + D PM Segment 4', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	88.4%	25	2	0	3.2	-	-
B4633/Arle Road/St Johns Court	-	-	-		-	-	-	-	-	-	88.4%	25	2	0	3.2	-	-
1/1+1/2	B4633 (S) Ahead Right Left	U+O	B		1	40	-	102	1736:1833	162+5	61.0 : 61.0%	3	0	0	1.0	34.3	10.6
2/1	Arle Road Left Ahead Right	U	D		1	20	-	71	1668	80	88.4%	-	-	-	1.5	74.3	10.8
3/1+3/2	B4633 (N) Left Right Ahead	U+O	A	C	1	50	6	102	1845:1815	172+53	45.3 : 45.3%	22	2	0	0.7	25.2	7.2
4/1	St Johns Court Right Ahead Left	U	E		1	7	-	2	1781	33	6.1%	-	-	-	0.0	61.9	0.3
C1				PRC for Signalled Lanes (%):		1.8		Total Delay for Signalled Lanes (pcuHr):				3.19		Cycle Time (s): 109			
				PRC Over All Lanes (%):		1.8		Total Delay Over All Lanes(pcuHr):				3.19					



Appendix Q – Princess Elisabeth Way / Grevil Road / Redgrove Road Linked Junction 11 Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.0.2307			
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Filename: 250356_PE WAY-GEVIL RD-REDGROVE RD_AM Validation.j11

Path: C:\Users\MartinWhitelow\Cotswold Transport Planning Ltd\Project 2025 - 250356 - St Georges School SEN, Arle Road, Cheltenham\06 Calculations\Junction Modelling

Report generation date: 17/10/2025 14:40:53

- »D1 - 2025 | Base | AM Peak
 »D4 - 2031 | Base | AM Peak
 »D7 - 2031 + Dev | Base | AM Peak

Summary of junction performance

		AM Peak			
		Set ID	Q (Veh)	Delay (s)	Junction Delay (s)
		[Lane Simulation] - 2025 - Base			
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE		D1	2.2	31.32	58.49
1 - PE Way / Gevil Road - B - Grevil Road			2.9	188.07	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way			3.8	59.03	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW			10.0	148.11	74.46
2 - PE Way / Redgrove Road - B - Redgrove Road		0.4	64.11		
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.2	3.96		
		[Lane Simulation] - 2031 - Base			
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE		D4	3.1	39.98	67.36
1 - PE Way / Gevil Road - B - Grevil Road			3.3	220.01	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way			3.6	62.53	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW			13.9	195.53	97.70
2 - PE Way / Redgrove Road - B - Redgrove Road		0.6	71.87		
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.2	3.91		
		[Lane Simulation] - 2031 + Dev - Base			
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE		D7	3.5	41.62	64.63
1 - PE Way / Gevil Road - B - Grevil Road			3.2	213.92	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way			3.7	56.31	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW			16.2	210.71	107.76
2 - PE Way / Redgrove Road - B - Redgrove Road			0.6	70.67	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way			0.2	3.91	

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. Arm and junction delays are Av.s for all movements, including movements with zero delay.

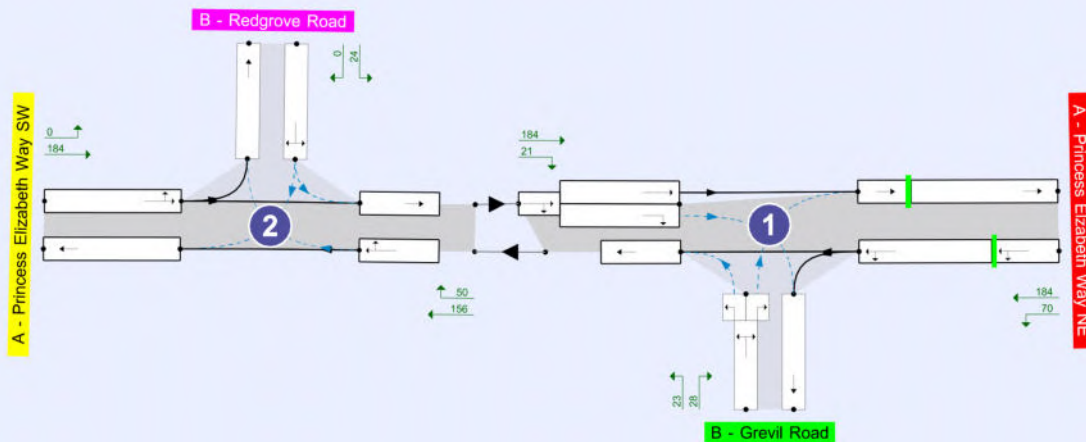
File summary

File Description

Title	Princess Elizabeth Wy / Grevil Rd / Redgrove Rd
Location	
Site number	250356
Date	10/10/2025
Version	01
Status	
Identifier	
Client	Kier
Jobnumber	250356
Enumerator	MW
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	Veh	Veh	perHour	s	-Min	perMin



Flows show modelled flow through junction (Veh/hr).
Lane simulation visualisation time: 08:00:00

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75				✓		0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Av. animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓		✓	1953425852	183	2.91

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓
D4	2031	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓
D7	2031 + Dev	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		58.49	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		74.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	65.75	F

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - PE Way / Gevil Road	A	Princess Elizabeth Way NE		Major
	B	Grevil Road		Minor
	C	Princess Elizabeth Way		Major
2 - PE Way / Redgrove Road	A	Princess Elizabeth Way SW		Major
	B	Redgrove Road		Minor
	C	Princess Elizabeth Way		Major

Major Arm Geometry

Junction	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)	Vehs causing blocking (%)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	6.20		✓	2.80	70.0	✓	4.50	100
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	6.20				150.0	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - PE Way / Gevil Road	B - Grevil Road	One lane plus flare		10.00	8.00	5.40	4.20	4.00		1.00	72	56
2 - PE Way / Redgrove Road	B - Redgrove Road	One lane	3.48								58	94

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehs queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	5.00	2.00	3.00	2.90	1.00	8.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - PE Way / Gevil Road	B-A	571	0.104	0.263	0.165	0.376
	B-C	701	0.106	0.267	-	-
	C-B	655	0.251	0.251	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - PE Way / Redgrove Road	B-A	569	0.103	0.260	0.163	0.371
	B-C	716	0.109	0.275	-	-
	C-B	661	0.254	0.254	-	-

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.

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	10.00
	B - Gevil Road	10.00
	C - Princess Elizabeth Way	10.00
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	10.00
	B - Redgrove Road	10.00
	C - Princess Elizabeth Way	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/hr)	Bottleneck type	Has obstructi
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	✓	5.00				
			2	1	(B, C)		Infinity				
		Exit	1	1		✓	2.00	✓	275	Random	
			2	1			Infinity	✓	200	Random	
	B - Grevil Road	Entry	1	1	C	✓	1.00				
			2	1	A	✓	1.00	✓	360	Random	
		Exit	1	1	(A, C)		Infinity				
			1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A	✓	4.50				
			2	1	B	✓	4.50				
		Exit	1	1	(A, B)	✓	3.00				
			1	1		✓	3.00	✓	290	Random	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C		Infinity				
		Exit	1	1			Infinity	✓	90	Random	
	B - Redgrove Road	Entry	1	1	A, C		Infinity				
		Exit	1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A, B	✓	3.00				
		Exit	1	1		✓	3.00	✓	325	Random	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way NE	Grevil Road	Princess Elizabeth Way
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	1	1		✓	✓
		2	1		✓	✓
	B - Grevil Road	1	1			✓
		2	1	✓		
	C - Princess Elizabeth Way	1	1	✓		
		2	1		✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way SW	Redgrove Road	Princess Elizabeth Way
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	1	1		✓	✓
	B - Redgrove Road	1	1	✓		✓
	C - Princess Elizabeth Way	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Gevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Gevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.26	0.74
	B - Gevil Road	0.55	0	0.45
	C - Princess Elizabeth Way	0.95	0.05	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Gevil Road	0.59	0	0.41
	C - Princess Elizabeth Way	0.91	0.08	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Gevil Road	0.67	0	0.33
	C - Princess Elizabeth Way	0.94	0.06	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.37	0.63
	B - Gevil Road	0.65	0	0.35
	C - Princess Elizabeth Way	0.93	0.07	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.90	0.29	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.85	0.28	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.84	0.21	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.88	0.10	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Grevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way NE	0	2	6
	B - Grevil Road	10	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
08:15
-
08:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	8
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	6	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
08:30
-
08:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	1	5
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	3	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	5	8
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	6	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	6	7	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	8	0	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	21
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
08:45 -
09:00

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	25	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	31.32	2.2	D	241	241
	B - Grevil Road	188.07	2.9	F	52	52
	C - Princess Elizabeth Way	59.03	3.8	F	204	204
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	148.11	10.0	F	186	186
	B - Redgrove Road	64.11	0.4	F	22	22
	C - Princess Elizabeth Way	3.96	0.2	A	191	191

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Uns
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	236	59	19.52	236	244	176	0.0	1.5	18.456	
	B - Grevil Road	53	13		52	52	73	0.0	1.0	56.667	
	C - Princess Elizabeth Way	194	48		189	184	197	0.0	2.1	29.663	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	172	43		171	174	86	0.0	0.8	12.764	
	B - Redgrove Road	24	6		24	25	49	0.0	0.1	17.660	
	C - Princess Elizabeth Way	197	49		197	200	194	0.0	0.2	3.957	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	233	58	35.34	233	253	188	1.5	1.8	27.330	
	B - Grevil Road	49	12		48	52	78	1.0	1.9	139.685	
	C - Princess Elizabeth Way	204	51		198	213	192	2.1	3.7	58.959	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	181	45		177	189	84	0.8	3.2	56.129	
	B - Redgrove Road	28	7		29	33	47	0.1	0.4	53.332	
	C - Princess Elizabeth Way	192	48		192	207	204	0.2	0.2	3.773	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	269	67	17.27	274	287	190	1.8	2.2	31.317	
	B - Grevil Road	55	14		58	59	91	1.9	2.8	188.069	
	C - Princess Elizabeth Way	205	51		205	209	215	3.7	2.9	58.493	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	187	47		186	212	84	3.2	6.9	131.114	
	B - Redgrove Road	22	5		23	27	41	0.4	0.3	64.108	
	C - Princess Elizabeth Way	215	54		215	225	205	0.2	0.2	3.617	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	229	57	14.93	227	258	192	2.2	1.0	16.736	
	B - Grevil Road	49	12		50	53	99	2.8	3.0	178.628	
	C - Princess Elizabeth Way	213	53		215	221	161	2.9	3.6	59.030	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	203	51		201	212	87	6.9	10.2	148.105	
	B - Redgrove Road	13	3		15	20	17	0.3	0.2	59.809	
	C - Princess Elizabeth Way	161	40		161	214	213	0.2	0.2	3.316	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	236		236	244	0.0	1.1	1
			2	1	(B, C)	236	19.52	236	249	0.0	0.4	4
		Exit	1	1		206	19.52	206	198	0.0	1.4	2
			2	1		206		176	164	0.0	8.2	10
	B - Grevil Road	Entry	1	1	C	24		24	23	0.0	0.1	1
			2	1	A	28		28	29	0.0	0.4	4
		Exit	1	1	(A, C)	53		52	55	0.0	0.5	2
			1	1		73		73	73	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	182		178	175	0.0	1.7	2
			2	1	B	10		10	10	0.0	0.0	6
		Exit	1	1	(A, B)	194		192	191	0.0	0.4	4
			1	1		198		197	198	0.0	1.6	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	172		171	174	0.0	0.8	1
		Exit	1	1		148		86	81	0.0	16.6	42
	B - Redgrove Road	Entry	1	1	A, C	24		24	25	0.0	0.1	1
		Exit	1	1		49		49	49	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	197		197	200	0.0	0.2	3
		Exit	1	1		195		194	193	0.0	1.3	2

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	232		233	253	1.1	1.1	1
			2	1	(B, C)	233	35.34	232	254	0.4	0.7	
		Exit	1	1		209	35.34	208	224	1.4	1.6	2
			2	1		208		188	195	8.2	15.2	2
	B - Grevil Road	Entry	1	1	C	20		21	22	0.1	0.1	2
				2	A	28		27	30	0.4	0.5	6
			2	1	(A, C)	49		48	52	0.5	1.3	8
		Exit	1	1		78		78	83	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	187		182	196	1.7	2.7	4
				2	B	16		16	17	0.0	0.0	
			2	1	(A, B)	204		203	217	0.4	1.0	1
		Exit	1	1		191		192	209	1.6	1.5	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	181		177	189	0.8	3.2	5
		Exit	1	1		147		84	88	16.6	32.8	10
	B - Redgrove Road	Entry	1	1	A, C	28		29	33	0.1	0.4	5
		Exit	1	1		47		47	49	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	192		192	207	0.2	0.2	
		Exit	1	1		204		204	218	1.3	1.8	3

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	272		274	287	1.1	1.4	1
			2	1	(B, C)	269	17.27	272	288	0.7	0.8	1
		Exit	1	1		232	17.27	232	237	1.6	1.5	2
			2	1		232		190	197	15.2	25.1	3
	B - Grevil Road	Entry	1	1	C	18		18	19	0.1	0.1	2
				2	A	39		40	40	0.5	0.6	6
			2	1	(A, C)	55		58	59	1.3	2.1	1
		Exit	1	1		91		91	92	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	192		192	196	2.7	2.2	4
				2	B	13		13	12	0.0	0.0	
			2	1	(A, B)	205		205	206	1.0	0.7	1
		Exit	1	1		214		215	226	1.5	1.8	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	187		186	212	3.2	6.9	1
		Exit	1	1		177		84	91	32.8	56.0	13
	B - Redgrove Road	Entry	1	1	A, C	22		23	27	0.4	0.3	6
		Exit	1	1		41		41	44	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	215		215	225	0.2	0.2	
		Exit	1	1		205		205	233	1.8	2.0	3

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	229		227	258	1.4	0.8	1
			2	1	(B, C)	229	14.93	229	255	0.8	0.2	4
		Exit	1	1		231	14.93	231	240	1.5	1.7	2
			2	1		231		192	201	25.1	33.8	43
	B - Grevil Road	Entry	1	1	C	18		17	18	0.1	0.1	1
				2	A	33		32	34	0.6	0.7	6
			2	1	(A, C)	49		50	53	2.1	2.2	13
		Exit	1	1		99		99	106	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	197		199	207	2.2	2.6	4
				2	B	16		16	15	0.0	0.0	6
			2	1	(A, B)	213		213	223	0.7	1.0	1
		Exit	1	1		162		161	187	1.8	1.2	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	203		201	212	6.9	10.2	14
		Exit	1	1		146		87	93	56.0	73.4	89
	B - Redgrove Road	Entry	1	1	A, C	13		15	20	0.3	0.2	5
		Exit	1	1		17		17	20	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	161		161	214	0.2	0.2	3
		Exit	1	1		214		213	230	2.0	2.3	3

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	63	16	-	-	-	63	63
					C	173	43	-	-	-	174	181
			2	1	A	0	0	0	0	0.000	0	0
					B	63	16	-	-	-	63	64
					C	173	43	-	-	-	173	185
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	701	597	0.041	24	23
				2	A	28	7	360	341	0.082	28	29
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	28	7	-	-	-	28	31
					B	0	0	0	0	0.000	0	0
					C	24	6	-	-	-	24	24
	C - Princess Elizabeth Way	Entry	1	1	A	182	45	-	-	-	178	175
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	10	3	572	520	0.020	10	10
					C	0	0	0	0	0.000	0	0
			2	1	A	183	46	-	-	-	182	182
					B	10	3	-	-	-	10	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	172	43	-	-	-	171	174
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	712	664	0.036	24	25
	C - Princess Elizabeth Way	Entry	1	1	A	148	37	-	-	-	148	151
					B	49	12	661	577	0.084	49	49
					C	0	0	0	0	0.000	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	62	16	-	-	-	62	66
					C	170	43	-	-	-	171	187
			2	1	A	0	0	0	0	0.000	0	0
					B	62	16	-	-	-	62	66
					C	170	43	-	-	-	170	188
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	20	5	691	559	0.036	21	22
				2	A	28	7	360	353	0.079	27	30
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	29	7	-	-	-	28	30
					B	0	0	0	0	0.000	0	0
					C	20	5	-	-	-	20	22
	C - Princess Elizabeth Way	Entry	1	1	A	187	47	-	-	-	182	196
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	16	4	637	578	0.027	16	17
					C	0	0	0	0	0.000	0	0
			2	1	A	188	47	-	-	-	187	201
					B	16	4	-	-	-	16	17
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.41	-	-	-	2	2
					C	179	45	-	-	-	175	187
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	28	7	716	660	0.042	29	33
	C - Princess Elizabeth Way	Entry	1	1	A	147	37	-	-	-	147	159
					B	45	11	661	609	0.074	45	47
					C	0	0	0	0	0.000	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	76	19	-	-	-	78	79
					C	196	49	-	-	-	197	208
			2	1	A	0	0	0	0	0.000	0	0
					B	75	19	-	-	-	76	80
					C	194	48	-	-	-	196	208
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	18	5	682	532	0.034	18	19
				2	A	39	10	360	353	0.111	40	40
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	38	9	-	-	-	39	40
					B	0	0	0	0	0.000	0	0
					C	18	4	-	-	-	18	19
	C - Princess Elizabeth Way	Entry	1	1	A	192	48	-	-	-	192	196
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	13	3	615	547	0.024	13	12
					C	0	0	0	0	0.000	0	0
			2	1	A	192	48	-	-	-	192	194
					B	13	3	-	-	-	13	12
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.85	0.21	-	-	-	0.92	0.94
					C	186	47	-	-	-	185	211
	B - Redgrove Road	Entry	1	1	A	3	0.64	314	254	0.010	3	3
					B	0	0	0	0	0.000	0	0
					C	19	5	716	649	0.029	21	24
	C - Princess Elizabeth Way	Entry	1	1	A	175	44	-	-	-	175	181
					B	40	10	661	598	0.067	40	43
					C	0	0	0	0	0.000	0	0

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	83	21	-	-	-	83	91
					C	146	36	-	-	-	144	166
			2	1	A	0	0	0	0	0.000	0	0
					B	83	21	-	-	-	83	91
					C	146	37	-	-	-	146	164
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	18	4	681	529	0.034	17	18
				2	A	33	8	360	359	0.091	32	34
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	32	8	-	-	-	33	35
					B	0	0	0	0	0.000	0	0
					C	17	4	-	-	-	18	18
	C - Princess Elizabeth Way	Entry	1	1	A	197	49	-	-	-	199	207
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	16	4	630	569	0.028	16	15
					C	0	0	0	0	0.000	0	0
			2	1	A	196	49	-	-	-	197	209
					B	17	4	-	-	-	16	15
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.34	-	-	-	0.79	1
					C	201	50	-	-	-	200	211
	B - Redgrove Road	Entry	1	1	A	0.79	0.20	156	127	0.006	0.85	1
					B	0	0	0	0	0.000	0	0
					C	13	3	716	652	0.019	14	19
	C - Princess Elizabeth Way	Entry	1	1	A	146	36	-	-	-	145	195
					B	16	4	657	598	0.026	16	19
					C	0	0	0	0	0.000	0	0

D4 - 2031 | Base | AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		67.36	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		97.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.21	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Gevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.26	0.74
	B - Grevil Road	0.55	0	0.45
	C - Princess Elizabeth Way	0.95	0.05	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.59	0	0.41
	C - Princess Elizabeth Way	0.91	0.08	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.67	0	0.33
	C - Princess Elizabeth Way	0.94	0.06	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.37	0.63
	B - Grevil Road	0.65	0	0.35
	C - Princess Elizabeth Way	0.93	0.07	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.90	0.29	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.85	0.28	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.84	0.21	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.88	0.10	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Gevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	2	6
	B - Gevil Road	10	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	8
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	6	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	1	5
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	3	18	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	5	8
	B - Grevil Road	0	0	17
	C - Princess Elizabeth Way	6	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	6	7	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	8	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	21
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	25	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	39.98	3.1	E	253	253
	B - Grevil Road	220.01	3.3	F	53	53
	C - Princess Elizabeth Way	62.53	3.6	F	208	208
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	195.53	13.9	F	195	195
	B - Redgrove Road	71.87	0.6	F	23	23
	C - Princess Elizabeth Way	3.91	0.2	A	198	198

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Uns
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	256	64	20.04	251	257	178	0.0	2.1	22.047	
	B - Gevil Road	56	14		52	54	75	0.0	1.5	81.495	
	C - Princess Elizabeth Way	197	49		193	192	206	0.0	2.6	35.376	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	182	46		174	182	83	0.0	1.5	18.901	
	B - Redgrove Road	25	6		25	26	51	0.0	0.2	21.460	
	C - Princess Elizabeth Way	206	52		206	209	197	0.0	0.2	3.910	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	238	60	35.87	239	260	183	2.1	1.9	32.981	
	B - Gevil Road	50	13		51	56	85	1.5	2.3	168.349	
	C - Princess Elizabeth Way	209	52		208	219	192	2.6	3.3	59.609	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	192	48		181	193	83	1.5	5.6	89.295	
	B - Redgrove Road	30	7		30	33	48	0.2	0.6	67.766	
	C - Princess Elizabeth Way	192	48		193	214	209	0.2	0.1	3.852	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	280	70	17.41	279	293	193	1.9	3.1	39.981	
	B - Gevil Road	56	14		54	59	93	2.3	3.3	220.014	
	C - Princess Elizabeth Way	211	53		208	218	218	3.3	3.6	60.399	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	197	49		192	223	83	5.6	9.3	167.914	
	B - Redgrove Road	22	6		23	29	44	0.6	0.4	71.871	
	C - Princess Elizabeth Way	218	54		218	229	211	0.1	0.2	3.620	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	239	60	15.37	245	269	192	3.1	1.3	27.006	
	B - Gevil Road	50	12		58	61	105	3.3	3.2	201.313	
	C - Princess Elizabeth Way	218	54		220	227	177	3.6	3.6	62.530	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	210	52		204	216	85	9.3	14.4	195.534	
	B - Redgrove Road	16	4		16	22	20	0.4	0.2	66.354	
	C - Princess Elizabeth Way	177	44		178	223	218	0.2	0.1	3.371	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	253		251	257	0.0	1.4	1
			2	1	(B, C)	256	20.04	253	263	0.0	0.7	5
		Exit	1	1		212	20.04	212	205	0.0	1.4	2
			2	1		212		178	167	0.0	9.0	11
	B - Grevil Road	Entry	1	1	C	24		24	25	0.0	0.2	2
				2	A	28		28	29	0.0	0.4	5
		Exit	2	1	(A, C)	56		53	57	0.0	0.9	4
			1	1		75		75	76	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	187		183	181	0.0	2.0	3
				2	B	9		9	10	0.0	0.0	6
		Exit	2	1	(A, B)	197		196	200	0.0	0.6	6
			1	1		209		206	208	0.0	1.8	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	182		174	182	0.0	1.5	1
		Exit	1	1		155		83	83	0.0	17.5	42
	B - Redgrove Road	Entry	1	1	A, C	25		25	26	0.0	0.2	2
		Exit	1	1		51		51	51	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	206		206	209	0.0	0.2	3
		Exit	1	1		199		197	202	0.0	1.6	2

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	238		239	260	1.4	1.3	2
			2	1	(B, C)	238	35.87	238	260	0.7	0.7	1
		Exit	1	1		221	35.87	221	234	1.4	1.6	2
			2	1		221		183	193	9.0	18.5	2
	B - Grevil Road	Entry	1	1	C	20		20	23	0.2	0.1	2
				2	A	30		31	33	0.4	0.6	6
		Exit	2	1	(A, C)	50		50	55	0.9	1.6	1
			1	1		85		85	86	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	191		190	202	2.0	2.5	4
				2	B	18		18	17	0.0	0.0	
		Exit	2	1	(A, B)	209		209	222	0.6	0.8	1
			1	1		191		192	215	1.8	1.6	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	192		181	193	1.5	5.6	8
		Exit	1	1		146		83	90	17.5	34.5	11
	B - Redgrove Road	Entry	1	1	A, C	30		30	33	0.2	0.6	6
		Exit	1	1		48		48	51	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	192		193	214	0.2	0.1	
		Exit	1	1		209		209	222	1.6	2.1	3

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	278		279	293	1.3	1.7	2
			2	1	(B, C)	280	17.41	278	294	0.7	1.5	1
		Exit	1	1		232	17.41	232	244	1.6	1.6	2
			2	1		232		193	199	18.5	29.7	4
	B - Grevil Road	Entry	1	1	C	17		18	19	0.1	0.1	3
				2	A	37		36	40	0.6	0.7	6
			2	1	(A, C)	56		54	60	1.6	2.5	1
		Exit	1	1		93		93	94	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	198		195	204	2.5	2.7	4
				2	B	12		12	14	0.0	0.0	
			2	1	(A, B)	211		210	218	0.8	0.9	1
		Exit	1	1		216		218	231	1.6	1.8	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	197		192	223	5.6	9.3	1
		Exit	1	1		177		83	91	34.5	59.0	14
	B - Redgrove Road	Entry	1	1	A, C	22		23	29	0.6	0.4	7
		Exit	1	1		44		44	44	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	218		218	229	0.1	0.2	
		Exit	1	1		212		211	245	2.1	2.1	3

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	241		245	269	1.7	0.8	1
			2	1	(B, C)	239	15.37	241	266	1.5	0.4	1
		Exit	1	1		242	15.37	242	249	1.6	1.7	2
			2	1		242		192	200	29.7	41.0	48
	B - Grevil Road	Entry	1	1	C	22		22	23	0.1	0.1	2
				2	A	36		36	37	0.7	0.6	6
			2	1	(A, C)	50		57	60	2.5	2.5	15
		Exit	1	1		105		105	112	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	205		206	212	2.7	2.7	4
				2	B	15		14	15	0.0	0.0	6
			2	1	(A, B)	218		219	228	0.9	0.9	1
		Exit	1	1		176		177	198	1.8	1.2	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	210		204	216	9.3	14.4	19
		Exit	1	1		159		85	89	59.0	79.2	89
	B - Redgrove Road	Entry	1	1	A, C	16		16	22	0.4	0.2	6
		Exit	1	1		20		20	21	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	177		178	223	0.2	0.1	3
		Exit	1	1		218		218	235	2.1	2.4	3

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	66	16	-	-	-	65	66
					C	188	47	-	-	-	186	192
			2	1	A	0	0	0	0	0.000	0	0
					B	66	17	-	-	-	66	67
					C	189	47	-	-	-	188	196
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	698	586	0.041	24	25
				2	A	28	7	360	329	0.086	28	29
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	30	7	-	-	-	28	31
					B	0	0	0	0	0.000	0	0
					C	26	7	-	-	-	24	25
	C - Princess Elizabeth Way	Entry	1	1	A	187	47	-	-	-	183	181
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	9	2	623	562	0.017	9	10
					C	0	0	0	0	0.000	0	0
			2	1	A	188	47	-	-	-	187	190
					B	9	2	-	-	-	9	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	182	46	-	-	-	174	182
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	25	6	716	664	0.038	25	26
	C - Princess Elizabeth Way	Entry	1	1	A	155	39	-	-	-	155	158
					B	51	13	661	570	0.089	51	51
					C	0	0	0	0	0.000	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	67	17	-	-	-	68	69
					C	171	43	-	-	-	171	191
			2	1	A	0	0	0	0	0.000	0	0
					B	67	17	-	-	-	67	69
					C	172	43	-	-	-	171	191
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	20	5	693	553	0.036	20	23
				2	A	30	8	360	353	0.086	31	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	31	8	-	-	-	30	33
					B	0	0	0	0	0.000	0	0
					C	20	5	-	-	-	20	23
	C - Princess Elizabeth Way	Entry	1	1	A	191	48	-	-	-	190	202
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	18	4	648	585	0.030	18	17
					C	0	0	0	0	0.000	0	0
			2	1	A	191	48	-	-	-	191	204
					B	18	4	-	-	-	18	17
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.51	-	-	-	2	2
					C	190	48	-	-	-	179	191
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	30	7	716	658	0.045	30	33
	C - Princess Elizabeth Way	Entry	1	1	A	146	36	-	-	-	146	165
					B	46	12	661	606	0.076	47	49
					C	0	0	0	0	0.000	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	80	20	-	-	-	80	80
					C	199	50	-	-	-	198	213
			2	1	A	0	0	0	0	0.000	0	0
					B	79	20	-	-	-	80	80
					C	201	50	-	-	-	199	214
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	17	4	673	519	0.033	18	19
				2	A	37	9	360	349	0.105	36	40
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	38	9	-	-	-	37	40
					B	0	0	0	0	0.000	0	0
					C	18	5	-	-	-	17	19
	C - Princess Elizabeth Way	Entry	1	1	A	198	49	-	-	-	195	204
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	12	3	604	463	0.026	12	14
					C	0	0	0	0	0.000	0	0
			2	1	A	199	50	-	-	-	198	204
					B	12	3	-	-	-	12	14
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.76	0.19	-	-	-	0.71	0.97
					C	196	49	-	-	-	192	222
	B - Redgrove Road	Entry	1	1	A	3	0.76	366	293	0.010	3	4
					B	0	0	0	0	0.000	0	0
					C	19	5	716	645	0.030	20	25
	C - Princess Elizabeth Way	Entry	1	1	A	175	44	-	-	-	174	187
					B	43	11	661	594	0.073	43	43
					C	0	0	0	0	0.000	0	0

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	89	22	-	-	-	91	97
					C	152	38	-	-	-	154	173
			2	1	A	0	0	0	0	0.000	0	0
					B	88	22	-	-	-	89	96
					C	151	38	-	-	-	152	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	22	5	677	459	0.047	22	23
				2	A	36	9	360	360	0.099	36	37
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	31	8	-	-	-	36	37
					B	0	0	0	0	0.000	0	0
					C	18	5	-	-	-	22	23
	C - Princess Elizabeth Way	Entry	1	1	A	205	51	-	-	-	206	212
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	15	4	641	576	0.025	14	15
					C	0	0	0	0	0.000	0	0
			2	1	A	204	51	-	-	-	205	213
					B	14	4	-	-	-	15	15
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.67	0.17	-	-	-	0.80	1
					C	209	52	-	-	-	203	215
	B - Redgrove Road	Entry	1	1	A	0.88	0.22	185	150	0.006	0.92	2
					B	0	0	0	0	0.000	0	0
					C	15	4	716	649	0.023	15	20
	C - Princess Elizabeth Way	Entry	1	1	A	158	40	-	-	-	158	203
					B	19	5	659	596	0.032	19	19
					C	0	0	0	0	0.000	0	0

D7 - 2031 + Dev | Base | AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		64.63	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		107.76	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	84.30	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 + Dev	Base	AM Peak	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Gevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.27	0.73
	B - Grevil Road	0.55	0	0.45
	C - Princess Elizabeth Way	0.90	0.10	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.29	0.71
	B - Grevil Road	0.59	0	0.41
	C - Princess Elizabeth Way	0.87	0.12	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.30	0.71
	B - Grevil Road	0.67	0	0.33
	C - Princess Elizabeth Way	0.87	0.13	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.38	0.62
	B - Grevil Road	0.65	0	0.35
	C - Princess Elizabeth Way	0.86	0.13	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.89	0.29	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.84	0.28	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.83	0.21	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
08:45 - 09:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.87	0.10	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Gevil Road
08:00 - 08:15

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	1	6
	B - Gevil Road	10	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
08:15 - 08:30

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	8
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	6	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
08:30 - 08:45

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	1	5
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	3	8	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	5	8
	B - Grevil Road	0	0	17
	C - Princess Elizabeth Way	6	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	6	7	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	8	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	21
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	6
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	25	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	41.62	3.5	E	258	258
	B - Grevil Road	213.92	3.2	F	53	53
	C - Princess Elizabeth Way	56.31	3.7	F	220	220
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	210.71	16.2	F	207	207
	B - Redgrove Road	70.67	0.6	F	23	23
	C - Princess Elizabeth Way	3.91	0.2	A	198	198

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Uns
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	257	64	20.04	254	261	178	0.0	2.2	23.006	
	B - Gevil Road	54	13		51	54	90	0.0	1.3	69.141	
	C - Princess Elizabeth Way	207	52		204	200	206	0.0	2.4	32.159	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	186	47		184	191	85	0.0	1.6	20.827	
	B - Redgrove Road	24	6		24	26	50	0.0	0.2	21.417	
	C - Princess Elizabeth Way	206	52		206	209	207	0.0	0.2	3.907	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	245	61	36.34	248	269	188	2.2	1.8	31.486	
	B - Gevil Road	51	13		51	55	98	1.3	2.3	162.442	
	C - Princess Elizabeth Way	217	54		217	225	197	2.4	3.5	56.314	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	202	51		189	200	83	1.6	6.3	93.414	
	B - Redgrove Road	30	7		30	34	50	0.2	0.6	64.742	
	C - Princess Elizabeth Way	197	49		197	216	217	0.2	0.2	3.856	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	288	72	18.34	285	296	193	1.8	3.6	41.624	
	B - Gevil Road	56	14		57	61	112	2.3	3.3	213.923	
	C - Princess Elizabeth Way	222	56		221	230	219	3.5	3.1	52.718	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	211	53		203	233	82	6.3	11.3	191.980	
	B - Redgrove Road	21	5		22	28	46	0.6	0.3	70.671	
	C - Princess Elizabeth Way	219	55		220	230	222	0.2	0.2	3.670	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	242	60	15.49	245	276	190	3.6	1.4	27.321	
	B - Gevil Road	49	12		54	60	124	3.3	3.1	187.398	
	C - Princess Elizabeth Way	232	58		232	238	171	3.1	3.6	53.795	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	227	57		219	232	83	11.3	16.7	210.706	
	B - Redgrove Road	15	4		16	21	19	0.3	0.2	61.232	
	C - Princess Elizabeth Way	171	43		171	224	232	0.2	0.2	3.373	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	255		254	261	0.0	1.4	1
			2	1	(B, C)	257	20.04	255	267	0.0	0.8	6
		Exit	1	1		212	20.04	211	205	0.0	1.4	2
			2	1		211		178	167	0.0	8.9	11
	B - Grevil Road	Entry	1	1	C	23		23	24	0.0	0.1	2
			2	1	A	28		28	30	0.0	0.4	4
		Exit	1	1	(A, C)	54		52	56	0.0	0.7	3
			1	1		90		90	88	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	186		184	181	0.0	1.8	2
			2	1	B	20		21	19	0.0	0.0	6
		Exit	1	1	(A, B)	207		206	208	0.0	0.5	5
			1	1		208		206	208	0.0	1.7	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	186		184	191	0.0	1.6	2
		Exit	1	1		156		85	83	0.0	17.8	42
	B - Redgrove Road	Entry	1	1	A, C	24		24	26	0.0	0.2	2
		Exit	1	1		50		50	50	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	206		206	209	0.0	0.2	3
		Exit	1	1		208		207	210	0.0	1.6	2

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	245		248	269	1.4	1.1	1
			2	1	(B, C)	245	36.34	245	268	0.8	0.7	1
		Exit	1	1		221	36.34	220	231	1.4	1.6	2
			2	1		220		188	196	8.9	17.1	2
	B - Grevil Road	Entry	1	1	C	19		20	22	0.1	0.1	2
			2	1	A	31		31	33	0.4	0.6	6
		Exit	1	1	(A, C)	51		50	55	0.7	1.6	1
			1	1		98		98	100	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	190		190	199	1.8	2.6	4
			2	1	B	27		27	26	0.0	0.1	
		Exit	1	1	(A, B)	217		217	229	0.5	0.9	1
			1	1		197		197	218	1.7	1.6	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	202		189	200	1.6	6.3	9
		Exit	1	1		148		83	90	17.8	35.0	11
	B - Redgrove Road	Entry	1	1	A, C	30		30	34	0.2	0.6	6
		Exit	1	1		50		50	53	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	197		197	216	0.2	0.2	
		Exit	1	1		217		217	229	1.6	2.1	3

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	286		285	296	1.1	1.9	2
			2	1	(B, C)	288	18.34	286	300	0.7	1.7	1
		Exit	1	1		232	18.34	233	241	1.6	1.6	2
			2	1		233		193	199	17.1	27.9	4
	B - Grevil Road	Entry	1	1	C	19		19	20	0.1	0.2	2
				2	A	38		39	41	0.6	0.6	6
			2	1	(A, C)	56		57	61	1.6	2.5	1
		Exit	1	1		112		112	114	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	194		194	200	2.6	2.3	4
				2	B	28		28	30	0.1	0.0	
			2	1	(A, B)	222		222	228	0.9	0.7	1
		Exit	1	1		220		219	231	1.6	1.9	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	211		203	233	6.3	11.3	1
		Exit	1	1		177		82	89	35.0	59.1	14
	B - Redgrove Road	Entry	1	1	A, C	21		22	28	0.6	0.3	7
		Exit	1	1		46		46	46	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	219		220	230	0.2	0.2	
		Exit	1	1		221		222	256	2.1	2.1	3

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	245		245	276	1.9	0.9	1
			2	1	(B, C)	242	15.49	245	272	1.7	0.5	1
		Exit	1	1		236	15.49	236	244	1.6	1.6	2
			2	1		236		190	199	27.9	38.1	46
	B - Grevil Road	Entry	1	1	C	19		19	23	0.2	0.1	2
				2	A	34		35	37	0.6	0.6	6
			2	1	(A, C)	49		53	60	2.5	2.4	14
		Exit	1	1		124		124	132	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	201		201	208	2.3	2.7	4
				2	B	31		31	30	0.0	0.1	6
			2	1	(A, B)	232		232	239	0.7	0.9	1
		Exit	1	1		171		171	199	1.9	1.3	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	227		219	232	11.3	16.7	21
		Exit	1	1		154		83	90	59.1	79.3	89
	B - Redgrove Road	Entry	1	1	A, C	15		16	21	0.3	0.2	6
		Exit	1	1		19		19	21	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	171		171	224	0.2	0.2	3
		Exit	1	1		233		232	250	2.1	2.5	3

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	70	18	-	-	-	70	69
					C	185	46	-	-	-	184	192
			2	1	A	0	0	0	0	0.000	0	0
					B	71	18	-	-	-	70	70
					C	186	47	-	-	-	185	197
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	23	6	700	581	0.040	23	24
				2	A	28	7	360	328	0.087	28	30
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	30	7	-	-	-	28	32
					B	0	0	0	0	0.000	0	0
					C	24	6	-	-	-	23	24
	C - Princess Elizabeth Way	Entry	1	1	A	186	46	-	-	-	184	181
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	20	5	650	583	0.035	21	19
					C	0	0	0	0	0.000	0	0
			2	1	A	187	47	-	-	-	186	188
					B	21	5	-	-	-	20	20
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	186	47	-	-	-	184	191
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	716	661	0.037	24	26
	C - Princess Elizabeth Way	Entry	1	1	A	156	39	-	-	-	156	159
					B	51	13	661	571	0.089	50	50
					C	0	0	0	0	0.000	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	71	18	-	-	-	71	74
					C	174	43	-	-	-	177	195
			2	1	A	0	0	0	0	0.000	0	0
					B	71	18	-	-	-	71	74
					C	174	43	-	-	-	174	194
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	19	5	693	549	0.035	20	22
				2	A	31	8	360	349	0.088	31	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	31	8	-	-	-	31	33
					B	0	0	0	0	0.000	0	0
					C	20	5	-	-	-	19	22
	C - Princess Elizabeth Way	Entry	1	1	A	190	47	-	-	-	190	199
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	27	7	653	589	0.046	27	26
					C	0	0	0	0	0.000	0	0
			2	1	A	190	48	-	-	-	190	202
					B	27	7	-	-	-	27	26
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.47	-	-	-	2	2
					C	200	50	-	-	-	187	198
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	30	7	716	655	0.045	30	34
	C - Princess Elizabeth Way	Entry	1	1	A	148	37	-	-	-	148	165
					B	49	12	661	603	0.081	49	51
					C	0	0	0	0	0.000	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	83	21	-	-	-	84	84
					C	203	51	-	-	-	201	212
			2	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	83	85
					C	203	51	-	-	-	203	215
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	19	5	682	527	0.036	19	20
				2	A	38	10	360	351	0.108	39	41
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	38	9	-	-	-	38	41
					B	0	0	0	0	0.000	0	0
					C	18	5	-	-	-	19	20
	C - Princess Elizabeth Way	Entry	1	1	A	194	48	-	-	-	194	200
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	28	7	651	530	0.052	28	30
					C	0	0	0	0	0.000	0	0
			2	1	A	194	49	-	-	-	194	199
					B	28	7	-	-	-	28	30
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.99	0.25	-	-	-	1	1
					C	210	53	-	-	-	202	232
	B - Redgrove Road	Entry	1	1	A	3	0.69	347	276	0.010	3	4
					B	0	0	0	0	0.000	0	0
					C	19	5	716	641	0.029	19	25
	C - Princess Elizabeth Way	Entry	1	1	A	174	44	-	-	-	174	185
					B	45	11	661	590	0.076	45	45
					C	0	0	0	0	0.000	0	0

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	93	23	-	-	-	93	102
					C	152	38	-	-	-	152	174
			2	1	A	0	0	0	0	0.000	0	0
					B	91	23	-	-	-	93	102
					C	151	38	-	-	-	152	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	19	5	679	459	0.042	19	23
				2	A	34	8	360	359	0.094	35	37
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	31	8	-	-	-	34	37
					B	0	0	0	0	0.000	0	0
					C	18	4	-	-	-	19	23
	C - Princess Elizabeth Way	Entry	1	1	A	201	50	-	-	-	201	208
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	31	8	654	588	0.053	31	30
					C	0	0	0	0	0.000	0	0
			2	1	A	201	50	-	-	-	201	210
					B	31	8	-	-	-	31	30
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.33	-	-	-	1	1
					C	226	56	-	-	-	218	230
	B - Redgrove Road	Entry	1	1	A	1	0.25	180	144	0.007	1	2
					B	0	0	0	0	0.000	0	0
					C	14	4	716	644	0.022	15	20
	C - Princess Elizabeth Way	Entry	1	1	A	153	38	-	-	-	153	205
					B	18	5	655	588	0.031	18	20
					C	0	0	0	0	0.000	0	0



Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.0.2307			
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Filename: 250356_PE WAY-GEVIL RD-REDGROVE RD_Inter Validation.j11

Path: C:\Users\MartinWhitelow\Cotswold Transport Planning Ltd\Project 2025 - 250356 - St Georges School SEN, Arle Road, Cheltenham\06 Calculations\Junction Modelling

Report generation date: 17/10/2025 16:04:59

»D2 - 2025 | Base | Inter-Peak
 »D5 - 2031 | Base | Inter-Peak
 »D8 - 2031 + Dev | Base | Inter-Peak

Summary of junction performance

	Inter-Peak			
	Set ID	Q (Veh)	Delay (s)	Junction Delay (s)
	[Lane Simulation] - 2025 - Base			
1 - PE Way / Grevil Road - A - Princess Elizabeth Way NE	D2	4.7	48.84	81.01
1 - PE Way / Grevil Road - B - Grevil Road		5.4	396.86	
1 - PE Way / Grevil Road - C - Princess Elizabeth Way		2.4	45.76	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		16.7	238.52	116.65
2 - PE Way / Redgrove Road - B - Redgrove Road		0.3	77.52	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.7	11.52	
		[Lane Simulation] - 2031 - Base		
1 - PE Way / Grevil Road - A - Princess Elizabeth Way NE	D5	6.0	60.90	97.64
1 - PE Way / Grevil Road - B - Grevil Road		6.8	490.99	
1 - PE Way / Grevil Road - C - Princess Elizabeth Way		2.6	46.94	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		23.0	299.02	145.97
2 - PE Way / Redgrove Road - B - Redgrove Road		0.5	80.53	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.8	11.67	
		[Lane Simulation] - 2031 + Dev - Base		
1 - PE Way / Grevil Road - A - Princess Elizabeth Way NE	D8	7.6	72.81	150.94
1 - PE Way / Grevil Road - B - Grevil Road		13.4	790.36	
1 - PE Way / Grevil Road - C - Princess Elizabeth Way		2.6	49.49	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		25.1	327.03	157.24
2 - PE Way / Redgrove Road - B - Redgrove Road		0.4	79.68	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.8	11.73	

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. Arm and junction delays are Av.s for all movements, including movements with zero delay.

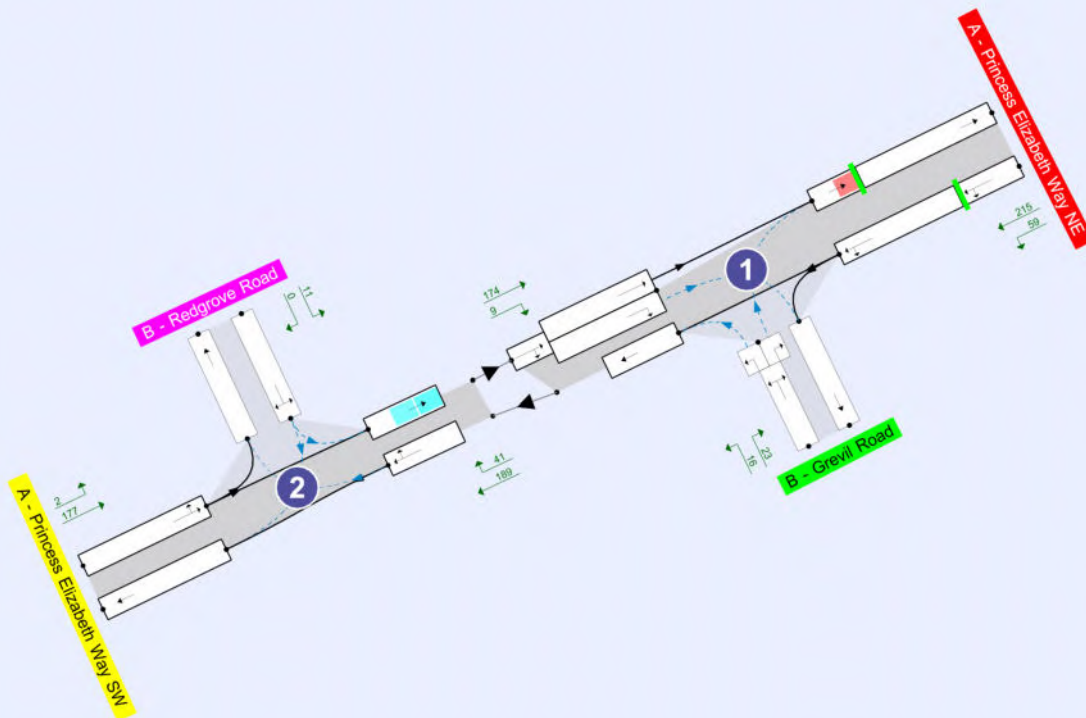
File summary

File Description

Title	Princess Elizabeth Wy / Grevil Rd / Redgrove Rd
Location	Arle Road
Site number	250356
Date	10/10/2025
Version	01
Status	
Identifier	
Client	Kier
Jobnumber	250356
Enumerator	MW
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	Veh	Veh	perHour	s	-Min	perMin



Flows show modelled flow through junction (Veh/hr).
Lane simulation visualisation time: 15:14:00

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75				✓		0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Av. animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓		✓	1814954155	295	5.15

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓
D5	2031	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓
D8	2031 + Dev	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓

Analysis Set Details

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

D2 - 2025 | Base | Inter-Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Grevil Road	T-Junction	Two-way	Two-way	Two-way		81.01	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		116.65	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	97.12	F

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - PE Way / Grevil Road	A	Princess Elizabeth Way NE		Major
	B	Grevil Road		Minor
	C	Princess Elizabeth Way		Major
2 - PE Way / Redgrove Road	A	Princess Elizabeth Way SW		Major
	B	Redgrove Road		Minor
	C	Princess Elizabeth Way		Major

Major Arm Geometry

Junction	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)	Vehs causing blocking (%)
1 - PE Way / Grevil Road	C - Princess Elizabeth Way	6.20		✓	2.80	70.0	✓	4.50	100
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	6.20				150.0	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - PE Way / Grevil Road	B - Grevil Road	One lane plus flare		10.00	8.00	5.40	4.20	4.00		1.00	72	56
2 - PE Way / Redgrove Road	B - Redgrove Road	One lane	3.48								58	94

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehs queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	5.00	2.00	3.00	2.90	1.00	8.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - PE Way / Grevil Road	B-A	573	0.104	0.264	0.166	0.377
	B-C	698	0.105	0.266	-	-
	C-B	655	0.251	0.251	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - PE Way / Redgrove Road	B-A	569	0.103	0.260	0.163	0.371
	B-C	716	0.109	0.275	-	-
	C-B	661	0.254	0.254	-	-

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.

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	10.00
	B - Grevil Road	10.00
	C - Princess Elizabeth Way	10.00
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	10.00
	B - Redgrove Road	10.00
	C - Princess Elizabeth Way	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/hr)	Bottleneck type	Has obstructi
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	✓	5.00				
			2	1	(B, C)		Infinity				
		Exit	1	1		✓	2.00	✓	280	Random	
			2	1			Infinity	✓	280	Random	
	B - Grevil Road	Entry	1	1	C	✓	1.00	✓	200	Random	
			2	1	A	✓	1.00	✓	200	Random	
		Exit	1	1	(A, C)		Infinity				
			1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A	✓	4.50				
			2	1	B	✓	4.50				
		Exit	1	1	(A, B)	✓	3.00				
			1	1		✓	3.00	✓	300	Random	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C		Infinity				
		Exit	1	1			Infinity	✓	40	Random	
	B - Redgrove Road	Entry	1	1	A, C		Infinity				
		Exit	1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A, B	✓	3.00	✓	500	Uniform	
		Exit	1	1		✓	3.00	✓	230	Random	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way NE	Grevil Road	Princess Elizabeth Way
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	1	1		✓	✓
		2	1		✓	✓
	B - Grevil Road	1	1			✓
		2	1	✓		
	C - Princess Elizabeth Way	1	1	✓		✓
		2	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way SW	Redgrove Road	Princess Elizabeth Way
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	1	1		✓	✓
	B - Redgrove Road	1	1	✓		✓
	C - Princess Elizabeth Way	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Grevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Grevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.57	0	0.43
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.56	0	0.44
	C - Princess Elizabeth Way	0.96	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.32	0.69
	B - Grevil Road	0.60	0	0.40
	C - Princess Elizabeth Way	0.97	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.63	0	0.37
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.98	0.22	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.08	0	0.92
	C - Princess Elizabeth Way	0.99	0.22	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.10	0	0.90
	C - Princess Elizabeth Way	0.91	0.18	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.75	0.34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	3	4
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE
Way /
Grevil
Road
15:15
-
15:30

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	5
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE
Way /
Grevil
Road
15:30
-
15:45

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	3	5
	B - Grevil Road	4	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE
Way /
Grevil
Road
15:45
-
16:00

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	2	4
	B - Grevil Road	4	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:00 -
15:15

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	B - Redgrove Road
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:15 -
15:30

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	B - Redgrove Road
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:30 -
15:45

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	B - Redgrove Road
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:45 -
16:00

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	48.84	4.7	E	267	267
	B - Grevil Road	396.86	5.4	F	50	50
	C - Princess Elizabeth Way	45.76	2.4	E	190	190
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	238.52	16.7	F	189	189
	B - Redgrove Road	77.52	0.3	F	13	13
	C - Princess Elizabeth Way	11.52	0.7	B	216	216

Main Results for each time segment

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Uns
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	268	67	5.61	261	266	191	0.0	3.5	33.483	
	B - Grevil Road	44	11		39	38	67	0.0	1.3	87.020	
	C - Princess Elizabeth Way	180	45		180	176	216	0.0	1.2	19.458	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	181	45		173	178	39	0.0	3.1	42.100	
	B - Redgrove Road	11	3		11	13	43	0.0	0.1	28.778	
	C - Princess Elizabeth Way	216	54		219	211	180	0.0	0.6	10.910	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	243	61	22.49	247	264	214	3.5	2.8	48.842	
	B - Grevil Road	67	17		57	57	59	1.3	5.4	287.656	
	C - Princess Elizabeth Way	187	47		185	193	217	1.2	2.1	38.124	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	175	44		175	182	38	3.1	5.0	103.415	
	B - Redgrove Road	14	4		15	18	43	0.1	0.2	50.812	
	C - Princess Elizabeth Way	217	54		217	230	187	0.6	0.7	11.524	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	264	66	33.98	269	279	216	2.8	2.0	37.400	
	B - Grevil Road	44	11		51	54	89	5.4	4.9	396.856	
	C - Princess Elizabeth Way	191	48		191	199	206	2.1	2.4	45.763	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	198	49		183	187	37	5.0	10.2	174.524	
	B - Redgrove Road	11	3		11	16	35	0.2	0.2	68.827	
	C - Princess Elizabeth Way	206	51		205	219	191	0.7	0.7	11.291	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	293	73	15.01	284	300	220	2.0	4.7	43.080	
	B - Grevil Road	44	11		49	50	91	4.9	5.0	282.717	
	C - Princess Elizabeth Way	201	50		204	209	225	2.4	1.9	39.604	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	203	51		187	190	40	10.2	17.0	238.521	
	B - Redgrove Road	16	4		17	20	73	0.2	0.3	77.519	
	C - Princess Elizabeth Way	225	56		225	233	201	0.7	0.7	11.180	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	265		261	266	0.0	2.0	2
			2	1	(B, C)	268	5.61	265	274	0.0	1.5	1
		Exit	1	1		195	5.61	194	184	0.0	1.2	2
			2	1		194		191	174	0.0	2.4	3
	B - Grevil Road	Entry	1	1	C	17		15	16	0.0	0.3	5
			2	1	A	24		24	22	0.0	0.3	4
		Exit	1	1	(A, C)	44		41	41	0.0	0.7	3
			1	1		67		67	68	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	171		171	167	0.0	1.0	1
			2	1	B	9		9	9	0.0	0.0	
		Exit	1	1	(A, B)	180		181	180	0.0	0.1	
			1	1		219		216	214	0.0	2.0	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	181		173	178	0.0	3.1	4
		Exit	1	1		178		39	38	0.0	32.4	15
	B - Redgrove Road	Entry	1	1	A, C	11		11	13	0.0	0.1	2
		Exit	1	1		43		43	39	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	216		219	211	0.0	0.6	1
		Exit	1	1		182		180	180	0.0	2.1	3

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	246		247	264	2.0	1.6	2
			2	1	(B, C)	243	22.49	246	263	1.5	1.2	2
		Exit	1	1		214	22.49	213	220	1.2	1.4	2
			2	1		213		214	216	2.4	3.4	5
	B - Grevil Road	Entry	1	1	C	24		25	25	0.3	0.3	6
				2	A	32		32	32	0.3	0.7	7
			2	1	(A, C)	67		56	58	0.7	4.4	2
		Exit	1	1		59		59	63	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	183		182	189	1.0	1.7	3
				2	B	3		3	4	0.0	0.0	
			2	1	(A, B)	187		187	196	0.1	0.3	
		Exit	1	1		216		217	232	2.0	1.9	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	175		175	182	3.1	5.0	1
		Exit	1	1		178		38	39	32.4	68.5	25
	B - Redgrove Road	Entry	1	1	A, C	14		15	18	0.1	0.2	5
		Exit	1	1		43		43	44	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	217		217	230	0.6	0.7	1
		Exit	1	1		186		187	196	2.1	2.2	4

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	268		269	279	1.6	1.3	2
			2	1	(B, C)	264	33.98	268	278	1.2	0.7	1
		Exit	1	1		215	33.98	216	226	1.4	1.4	2
			2	1		216		216	225	3.4	3.6	5
	B - Grevil Road	Entry	1	1	C	21		22	23	0.3	0.3	5
				2	A	29		29	31	0.7	0.6	7
			2	1	(A, C)	44		50	54	4.4	3.9	3
		Exit	1	1		89		89	88	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	186		186	195	1.7	1.9	3
				2	B	4		4	4	0.0	0.0	
			2	1	(A, B)	191		191	199	0.3	0.5	
		Exit	1	1		206		206	218	1.9	1.7	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	198		183	187	5.0	10.2	1
		Exit	1	1		172		37	40	68.5	103.2	17
	B - Redgrove Road	Entry	1	1	A, C	11		11	16	0.2	0.2	6
		Exit	1	1		35		35	36	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	206		205	219	0.7	0.7	1
		Exit	1	1		192		191	198	2.2	2.5	4

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	285		284	300	1.3	2.2	2
			2	1	(B, C)	293	15.01	285	304	0.7	2.5	1
		Exit	1	1		221	15.01	222	230	1.4	1.5	2
			2	1		222		220	228	3.6	4.1	6
	B - Grevil Road	Entry	1	1	C	19		19	19	0.3	0.3	6
				2	A	30		29	31	0.6	0.6	7
			2	1	(A, C)	44		49	50	3.9	4.0	22
		Exit	1	1		91		91	92	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	191		192	199	1.9	1.6	3
				2	B	11		12	10	0.0	0.0	6
			2	1	(A, B)	201		202	207	0.5	0.3	7
		Exit	1	1		224		225	236	1.7	2.0	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	203		187	190	10.2	17.0	23
		Exit	1	1		155		40	40	103.2	133.2	89
	B - Redgrove Road	Entry	1	1	A, C	16		17	20	0.2	0.3	7
		Exit	1	1		73		73	72	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	225		225	233	0.7	0.7	1
		Exit	1	1		201		201	206	2.5	2.7	4

Lane movements: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	59	15	-	-	-	57	59
					C	206	52	-	-	-	204	207
			2	1	A	0	0	0	0	0.000	0	0
					B	60	15	-	-	-	59	61
					C	208	52	-	-	-	206	213
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	17	4	199	199	0.085	15	16
				2	A	24	6	200	200	0.120	24	22
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	25	6	-	-	-	24	23
					B	0	0	0	0	0.000	0	0
					C	19	5	-	-	-	17	18
	C - Princess Elizabeth Way	Entry	1	1	A	171	43	-	-	-	171	167
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	9	2	599	534	0.017	9	9
					C	0	0	0	0	0.000	0	0
			2	1	A	171	43	-	-	-	171	171
					B	9	2	-	-	-	9	9
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.48	-	-	-	2	2
					C	179	45	-	-	-	171	177
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	11	3	709	655	0.017	11	13
	C - Princess Elizabeth Way	Entry	1	1	A	175	44	500	482	0.364	178	173
					B	41	10	500	500	0.082	41	38
					C	0	0	0	0	0.000	0	0

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	56	14	-	-	-	56	59
					C	190	48	-	-	-	191	206
			2	1	A	0	0	0	0	0.000	0	0
					B	55	14	-	-	-	56	58
					C	188	47	-	-	-	190	205
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	200	200	0.121	25	25
				2	A	32	8	199	192	0.166	32	32
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	37	9	-	-	-	32	33
					B	0	0	0	0	0.000	0	0
					C	30	7	-	-	-	24	25
	C - Princess Elizabeth Way	Entry	1	1	A	183	46	-	-	-	182	189
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	3	0.87	399	358	0.010	3	4
					C	0	0	0	0	0.000	0	0
			2	1	A	183	46	-	-	-	183	192
					B	3	0.87	-	-	-	3	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.78	-	-	-	3	3
					C	172	43	-	-	-	172	180
	B - Redgrove Road	Entry	1	1	A	1	0.32	156	130	0.010	1	1
					B	0	0	0	0	0.000	0	0
					C	13	3	714	660	0.020	14	17
	C - Princess Elizabeth Way	Entry	1	1	A	176	44	500	483	0.366	177	188
					B	41	10	500	500	0.082	40	41
					C	0	0	0	0	0.000	0	0

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	85	84
					C	184	46	-	-	-	184	194
			2	1	A	0	0	0	0	0.000	0	0
					B	82	20	-	-	-	84	84
					C	182	46	-	-	-	184	193
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	21	5	197	197	0.107	22	23
				2	A	29	7	200	195	0.148	29	31
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	26	6	-	-	-	29	31
					B	0	0	0	0	0.000	0	0
					C	18	5	-	-	-	21	23
	C - Princess Elizabeth Way	Entry	1	1	A	186	47	-	-	-	186	195
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	4	1	399	359	0.012	4	4
					C	0	0	0	0	0.000	0	0
			2	1	A	187	47	-	-	-	186	196
					B	4	1	-	-	-	4	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.37	-	-	-	2	2
					C	196	49	-	-	-	181	185
	B - Redgrove Road	Entry	1	1	A	0.73	0.18	195	160	0.005	0.73	2
					B	0	0	0	0	0.000	0	0
					C	10	3	716	656	0.016	10	15
	C - Princess Elizabeth Way	Entry	1	1	A	172	43	500	475	0.362	171	185
					B	34	9	500	500	0.068	34	34
					C	0	0	0	0	0.000	0	0

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	80	20	-	-	-	80	82
					C	205	51	-	-	-	204	218
			2	1	A	0	0	0	0	0.000	0	0
					B	82	20	-	-	-	80	83
					C	211	53	-	-	-	205	221
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	19	5	197	197	0.097	19	19
				2	A	30	7	199	194	0.155	29	31
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	28	7	-	-	-	30	31
					B	0	0	0	0	0.000	0	0
					C	15	4	-	-	-	19	19
	C - Princess Elizabeth Way	Entry	1	1	A	191	48	-	-	-	192	199
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	604	532	0.021	12	10
					C	0	0	0	0	0.000	0	0
			2	1	A	190	47	-	-	-	191	197
					B	11	3	-	-	-	11	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.62	-	-	-	2	2
					C	200	50	-	-	-	185	188
	B - Redgrove Road	Entry	1	1	A	1	0.26	166	134	0.008	1	1
					B	0	0	0	0	0.000	0	0
					C	15	4	716	654	0.023	16	19
	C - Princess Elizabeth Way	Entry	1	1	A	154	39	500	481	0.321	154	163
					B	71	18	500	500	0.142	71	70
					C	0	0	0	0	0.000	0	0

D5 - 2031 | Base | Inter-Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Grevil Road	T-Junction	Two-way	Two-way	Two-way		97.64	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		145.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	119.53	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Grevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Grevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.57	0	0.43
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.56	0	0.44
	C - Princess Elizabeth Way	0.96	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.32	0.69
	B - Grevil Road	0.60	0	0.40
	C - Princess Elizabeth Way	0.97	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.63	0	0.37
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.98	0.22	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.08	0	0.92
	C - Princess Elizabeth Way	0.99	0.22	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.10	0	0.90
	C - Princess Elizabeth Way	0.91	0.18	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.75	0.34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	3	4
	B - Grevil Road	0	0	11
	C - Princess Elizabeth Way	5	11	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE Way / Grevil Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	5
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE Way / Grevil Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	2	5
	B - Grevil Road	4	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE
Way /
Grevil
Road
15:45
-
16:00

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	2	4
	B - Grevil Road	4	0	0
	C - Princess Elizabeth Way	4	10	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:00 -
15:15

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:15 -
15:30

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:30 -
15:45

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:45 -
16:00

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	60.90	6.0	F	281	281
	B - Grevil Road	490.99	6.8	F	52	52
	C - Princess Elizabeth Way	46.94	2.6	E	192	192
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	299.02	23.0	F	199	199
	B - Redgrove Road	80.53	0.5	F	12	12
	C - Princess Elizabeth Way	11.67	0.8	B	224	224

Main Results for each time segment

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	286	72	7.21	275	278	196	0.0	4.0	35.048	
	B - Grevil Road	44	11		39	42	69	0.0	1.5	100.268	
	C - Princess Elizabeth Way	187	47		183	181	231	0.0	1.4	21.023	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	191	48		179	184	39	0.0	4.1	51.347	
	B - Redgrove Road	12	3		11	13	43	0.0	0.2	38.593	
	C - Princess Elizabeth Way	231	58		230	219	187	0.0	0.8	11.512	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	260	65	24.46	256	277	217	4.0	4.1	58.921	
	B - Grevil Road	70	17		57	57	65	1.5	6.3	344.637	
	C - Princess Elizabeth Way	189	47		189	196	220	1.4	2.0	38.039	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	185	46		188	193	44	4.1	6.4	123.634	
	B - Redgrove Road	6	1		6	10	45	0.2	0.1	52.883	
	C - Princess Elizabeth Way	220	55		221	238	189	0.8	0.6	11.352	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	273	68	34.48	272	290	214	4.1	3.6	50.274	
	B - Grevil Road	48	12		54	54	89	6.3	6.6	490.990	
	C - Princess Elizabeth Way	191	48		188	198	207	2.0	2.6	46.944	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	206	51		180	189	38	6.4	13.7	227.172	
	B - Redgrove Road	14	4		15	15	37	0.1	0.3	70.981	
	C - Princess Elizabeth Way	207	52		208	223	191	0.6	0.6	11.375	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	304	76	16.48	301	310	222	3.6	5.9	60.896	
	B - Grevil Road	46	11		50	52	95	6.6	6.8	341.627	
	C - Princess Elizabeth Way	201	50		199	210	237	2.6	2.4	40.807	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	213	53		186	191	40	13.7	23.1	299.019	
	B - Redgrove Road	17	4		18	21	74	0.3	0.5	80.531	
	C - Princess Elizabeth Way	237	59		236	238	201	0.6	0.8	11.670	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	280		275	278	0.0	2.3	2
			2	1	(B, C)	286	7.21	280	287	0.0	1.7	1
		Exit	1	1		198	7.21	198	190	0.0	1.2	2
			2	1		198		196	179	0.0	2.5	3
	B - Grevil Road	Entry	1	1	C	16		16	18	0.0	0.3	6
				2	A	24		23	24	0.0	0.4	4
		Exit	2	1	(A, C)	44		40	45	0.0	0.8	4
			1	1		69		69	72	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	177		174	171	0.0	1.3	1
				2	B	9		9	10	0.0	0.0	
		Exit	2	1	(A, B)	187		186	187	0.0	0.1	
			1	1		231		231	225	0.0	2.1	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	191		179	184	0.0	4.1	5
		Exit	1	1		189		39	39	0.0	33.9	15
	B - Redgrove Road	Entry	1	1	A, C	12		11	13	0.0	0.2	3
		Exit	1	1		43		43	41	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	231		230	219	0.0	0.8	1
		Exit	1	1		188		187	186	0.0	2.1	3

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	257		256	277	2.3	2.1	3
			2	1	(B, C)	260	24.46	257	276	1.7	2.0	2
		Exit	1	1		218	24.46	217	224	1.2	1.5	2
			2	1		217		217	221	2.5	3.2	5
	B - Grevil Road	Entry	1	1	C	24		24	25	0.3	0.4	6
				2	A	33		33	32	0.4	0.7	7
		Exit	2	1	(A, C)	70		58	59	0.8	5.2	2
			1	1		65		65	66	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	185		185	193	1.3	1.6	3
				2	B	4		4	4	0.0	0.0	
		Exit	2	1	(A, B)	189		189	198	0.1	0.3	
			1	1		219		220	240	2.1	2.0	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	185		188	193	4.1	6.4	1
		Exit	1	1		180		44	42	33.9	70.8	25
	B - Redgrove Road	Entry	1	1	A, C	6		6	10	0.2	0.1	5
		Exit	1	1		45		45	46	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	220		221	238	0.8	0.6	1
		Exit	1	1		190		189	199	2.1	2.3	4

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	273		272	290	2.1	1.8	2
			2	1	(B, C)	273	34.48	273	288	2.0	1.8	2
		Exit	1	1		217	34.48	217	225	1.5	1.5	2
			2	1		217		214	221	3.2	4.1	6
	B - Grevil Road	Entry	1	1	C	22		22	22	0.4	0.3	5
				2	A	32		32	32	0.7	0.7	8
			2	1	(A, C)	48		54	54	5.2	5.6	4
		Exit	1	1		89		89	93	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	186		185	194	1.6	2.0	3
				2	B	3		3	4	0.0	0.0	
			2	1	(A, B)	191		189	199	0.3	0.6	
		Exit	1	1		209		207	223	2.0	2.0	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	206		180	189	6.4	13.7	2
		Exit	1	1		174		38	39	70.8	106.6	17
	B - Redgrove Road	Entry	1	1	A, C	14		15	15	0.1	0.3	7
		Exit	1	1		37		37	36	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	207		208	223	0.6	0.6	1
		Exit	1	1		192		191	199	2.3	2.7	4

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	302		301	310	1.8	2.5	2
			2	1	(B, C)	304	16.48	302	313	1.8	3.4	3
		Exit	1	1		220	16.48	220	232	1.5	1.5	2
			2	1		220		222	231	4.1	4.3	6
	B - Grevil Road	Entry	1	1	C	19		19	19	0.3	0.4	6
				2	A	32		31	33	0.7	0.7	6
			2	1	(A, C)	46		51	52	5.6	5.7	28
		Exit	1	1		95		95	99	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	189		189	199	2.0	1.9	3
				2	B	10		10	12	0.0	0.0	7
			2	1	(A, B)	201		200	210	0.6	0.4	7
		Exit	1	1		236		237	241	2.0	2.1	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	213		186	191	13.7	23.1	29
		Exit	1	1		165		40	42	106.6	137.0	89
	B - Redgrove Road	Entry	1	1	A, C	17		18	21	0.3	0.5	8
		Exit	1	1		74		74	74	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	237		236	238	0.6	0.8	1
		Exit	1	1		200		201	209	2.7	2.7	4

Lane movements: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	60	15	-	-	-	59	62
					C	219	55	-	-	-	215	216
			2	1	A	0	0	0	0	0.000	0	0
					B	63	16	-	-	-	60	63
					C	224	56	-	-	-	219	224
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	16	4	199	182	0.091	16	18
				2	A	24	6	200	200	0.120	23	24
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	26	6	-	-	-	24	25
					B	0	0	0	0	0.000	0	0
					C	18	5	-	-	-	16	20
	C - Princess Elizabeth Way	Entry	1	1	A	177	44	-	-	-	174	171
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	9	2	582	442	0.021	9	10
					C	0	0	0	0	0.000	0	0
			2	1	A	178	44	-	-	-	177	176
					B	9	2	-	-	-	9	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.55	-	-	-	2	2
					C	188	47	-	-	-	177	182
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	12	3	707	651	0.018	11	13
	C - Princess Elizabeth Way	Entry	1	1	A	190	48	500	483	0.394	189	180
					B	41	10	500	500	0.082	41	39
					C	0	0	0	0	0.000	0	0

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	60	15	-	-	-	61	62
					C	196	49	-	-	-	195	214
			2	1	A	0	0	0	0	0.000	0	0
					B	62	16	-	-	-	60	62
					C	198	49	-	-	-	196	214
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	199	198	0.123	24	25
				2	A	33	8	200	195	0.171	33	32
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	41	10	-	-	-	33	33
					B	0	0	0	0	0.000	0	0
					C	29	7	-	-	-	24	25
	C - Princess Elizabeth Way	Entry	1	1	A	185	46	-	-	-	185	193
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	4	0.97	432	382	0.010	4	4
					C	0	0	0	0	0.000	0	0
			2	1	A	185	46	-	-	-	185	194
					B	4	0.97	-	-	-	4	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.79	-	-	-	4	3
					C	182	46	-	-	-	184	190
	B - Redgrove Road	Entry	1	1	A	0.69	0.17	103	83	0.008	0.69	0.77
					B	0	0	0	0	0.000	0	0
					C	5	1	701	644	0.008	6	9
	C - Princess Elizabeth Way	Entry	1	1	A	178	45	500	482	0.370	179	195
					B	42	10	500	500	0.084	42	43
					C	0	0	0	0	0.000	0	0

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	87	22	-	-	-	86	89
					C	186	47	-	-	-	187	201
			2	1	A	0	0	0	0	0.000	0	0
					B	87	22	-	-	-	87	89
					C	186	47	-	-	-	186	199
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	22	5	197	197	0.110	22	22
				2	A	32	8	200	193	0.169	32	32
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	28	7	-	-	-	32	32
					B	0	0	0	0	0.000	0	0
					C	19	5	-	-	-	22	21
	C - Princess Elizabeth Way	Entry	1	1	A	186	46	-	-	-	185	194
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	3	0.82	394	351	0.009	3	4
					C	0	0	0	0	0.000	0	0
			2	1	A	187	47	-	-	-	186	195
					B	3	0.84	-	-	-	3	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.45	-	-	-	1	2
					C	204	51	-	-	-	179	187
	B - Redgrove Road	Entry	1	1	A	2	0.39	180	146	0.011	1	2
					B	0	0	0	0	0.000	0	0
					C	13	3	710	649	0.019	13	13
	C - Princess Elizabeth Way	Entry	1	1	A	171	43	500	475	0.360	172	188
					B	36	9	500	500	0.072	36	35
					C	0	0	0	0	0.000	0	0

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	85	21	-	-	-	84	88
					C	217	54	-	-	-	217	223
			2	1	A	0	0	0	0	0.000	0	0
					B	86	21	-	-	-	85	88
					C	218	54	-	-	-	217	225
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	19	5	199	199	0.097	19	19
				2	A	32	8	200	192	0.164	31	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	28	7	-	-	-	32	32
					B	0	0	0	0	0.000	0	0
					C	18	4	-	-	-	19	20
	C - Princess Elizabeth Way	Entry	1	1	A	189	47	-	-	-	189	199
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	10	3	614	503	0.021	10	12
					C	0	0	0	0	0.000	0	0
			2	1	A	190	48	-	-	-	189	198
					B	10	3	-	-	-	10	12
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.41	-	-	-	2	2
					C	211	53	-	-	-	184	189
	B - Redgrove Road	Entry	1	1	A	1	0.31	196	156	0.008	1	2
					B	0	0	0	0	0.000	0	0
					C	16	4	716	652	0.024	16	19
	C - Princess Elizabeth Way	Entry	1	1	A	165	41	500	482	0.344	164	166
					B	71	18	500	500	0.143	72	72
					C	0	0	0	0	0.000	0	0

D8 - 2031 + Dev | Base | Inter-Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - PE Way / Grevil Road - B - Grevil Road	Arm B: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Grevil Road	T-Junction	Two-way	Two-way	Two-way		150.94	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		157.24	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	153.80	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 + Dev	Base	Inter-Peak	DIRECT	15:00	16:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Grevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Grevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.46	0	0.54
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.23	0.77
	B - Grevil Road	0.48	0	0.52
	C - Princess Elizabeth Way	0.96	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.32	0.69
	B - Grevil Road	0.58	0	0.42
	C - Princess Elizabeth Way	0.97	0.02	0

Demand (Veh/hr)

1 - PE Way / Grevil Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.59	0	0.41
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	1	0.14	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.08	0	0.92
	C - Princess Elizabeth Way	1	0.16	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.10	0	0.90
	C - Princess Elizabeth Way	0.94	0.16	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
15:45 - 16:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.07	0	0.93
	C - Princess Elizabeth Way	0.83	0.30	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Grevil Road
15:00 - 15:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	3	4
	B - Grevil Road	0	0	5
	C - Princess Elizabeth Way	5	11	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE Way / Grevil Road
15:15 - 15:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	5
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE Way / Grevil Road
15:30 - 15:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	2	5
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

1 - PE
Way /
Grevil
Road
15:45
-
16:00

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	2	4
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	4	10	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	
	B - Grevil Road	0	0	
	C - Princess Elizabeth Way	0	0	

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:00 -
15:15

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:15 -
15:30

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:30 -
15:45

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	5
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	5	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
15:45 -
16:00

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	72.81	7.6	F	276	276
	B - Grevil Road	790.36	13.4	F	65	65
	C - Princess Elizabeth Way	49.49	2.6	E	191	191
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	327.03	25.1	F	201	201
	B - Redgrove Road	79.68	0.4	F	14	14
	C - Princess Elizabeth Way	11.73	0.8	B	229	229

Main Results for each time segment

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	282	70	6.65	265	272	193	0.0	5.4	43.816	
	B - Grevil Road	69	17		54	57	70	0.0	4.3	193.785	
	C - Princess Elizabeth Way	185	46		185	181	232	0.0	1.3	21.422	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	187	47		177	183	37	0.0	4.5	58.928	
	B - Redgrove Road	13	3		12	13	27	0.0	0.2	39.215	
	C - Princess Elizabeth Way	232	58		232	226	185	0.0	0.8	11.655	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	257	64	23.29	253	274	213	5.4	4.8	72.407	
	B - Grevil Road	91	23		68	64	60	4.3	13.1	631.713	
	C - Princess Elizabeth Way	188	47		190	197	234	1.3	2.1	39.727	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	190	48		178	186	40	4.5	8.4	148.142	
	B - Redgrove Road	14	4		15	19	32	0.2	0.3	67.967	
	C - Princess Elizabeth Way	234	58		234	247	188	0.8	0.7	11.729	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	270	67	36.33	269	291	219	4.8	4.0	59.439	
	B - Grevil Road	50	13		61	60	85	13.1	12.8	790.363	
	C - Princess Elizabeth Way	193	48		192	203	217	2.1	2.6	49.487	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	207	52		183	191	39	8.4	15.6	266.517	
	B - Redgrove Road	13	3		13	18	35	0.3	0.3	74.641	
	C - Princess Elizabeth Way	217	54		217	234	193	0.7	0.7	11.581	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	296	74	16.25	294	305	225	4.0	7.6	72.810	
	B - Grevil Road	52	13		54	56	93	12.8	13.5	460.900	
	C - Princess Elizabeth Way	200	50		202	211	232	2.6	2.1	40.141	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	217	54		185	192	38	15.6	25.1	327.027	
	B - Redgrove Road	17	4		17	20	63	0.3	0.4	79.679	
	C - Princess Elizabeth Way	232	58		233	240	200	0.7	0.7	11.562	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	270		265	272	0.0	2.8	2
			2	1	(B, C)	282	6.65	270	283	0.0	2.6	1
		Exit	1	1		200	6.65	202	191	0.0	1.1	2
			2	1		202		193	180	0.0	2.8	3
	B - Grevil Road	Entry	1	1	C	31		30	32	0.0	0.6	6
				2	A	24		24	25	0.0	0.4	4
		Exit	2	1	(A, C)	69		55	61	0.0	3.2	1
			1	1		70		70	72	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	176		176	171	0.0	1.1	1
				2	B	9		9	9	0.0	0.0	
		Exit	2	1	(A, B)	185		185	185	0.0	0.2	
			1	1		234		232	231	0.0	2.3	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	187		177	183	0.0	4.5	5
		Exit	1	1		207		37	38	0.0	39.8	17
	B - Redgrove Road	Entry	1	1	A, C	13		12	13	0.0	0.2	3
		Exit	1	1		27		27	25	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	232		232	226	0.0	0.8	1
		Exit	1	1		187		185	184	0.0	2.3	3

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	255		253	274	2.8	2.4	3
			2	1	(B, C)	257	23.29	255	273	2.6	2.4	3
		Exit	1	1		217	23.29	217	221	1.1	1.4	2
			2	1		217		213	216	2.8	4.0	5
	B - Grevil Road	Entry	1	1	C	37		37	35	0.6	0.7	6
				2	A	32		32	29	0.4	0.6	6
		Exit	2	1	(A, C)	91		68	65	3.2	11.9	5
			1	1		60		60	65	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	184		185	193	1.1	1.8	3
				2	B	5		5	5	0.0	0.0	
		Exit	2	1	(A, B)	188		189	200	0.2	0.4	
			1	1		234		234	249	2.3	2.2	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	190		178	186	4.5	8.4	1
		Exit	1	1		206		40	41	39.8	82.8	26
	B - Redgrove Road	Entry	1	1	A, C	14		15	19	0.2	0.3	6
		Exit	1	1		32		32	32	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	234		234	247	0.8	0.7	1
		Exit	1	1		189		188	200	2.3	2.5	4

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	271		269	291	2.4	1.9	2
			2	1	(B, C)	270	36.33	271	289	2.4	2.1	3
		Exit	1	1		220	36.33	221	229	1.4	1.5	2
			2	1		221		219	227	4.0	4.3	6
	B - Grevil Road	Entry	1	1	C	29		29	29	0.7	0.5	6
				2	A	32		32	30	0.6	0.7	8
			2	1	(A, C)	50		61	60	11.9	11.6	7
		Exit	1	1		85		85	93	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	189		188	198	1.8	2.1	4
				2	B	4		4	4	0.0	0.0	
			2	1	(A, B)	193		193	204	0.4	0.5	
		Exit	1	1		217		217	234	2.2	1.9	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	207		183	191	8.4	15.6	2
		Exit	1	1		186		39	41	82.8	121.3	17
	B - Redgrove Road	Entry	1	1	A, C	13		13	18	0.3	0.3	7
		Exit	1	1		35		35	35	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	217		217	234	0.7	0.7	1
		Exit	1	1		193		193	203	2.5	2.6	4

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	296		294	305	1.9	3.0	3
			2	1	(B, C)	296	16.25	296	309	2.1	4.6	4
		Exit	1	1		224	16.25	224	233	1.5	1.5	2
			2	1		224		225	233	4.3	4.3	6
	B - Grevil Road	Entry	1	1	C	23		22	23	0.5	0.5	6
				2	A	31		32	33	0.7	0.6	6
			2	1	(A, C)	52		54	55	11.6	12.3	41
		Exit	1	1		93		93	96	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	190		192	200	2.1	1.8	3
				2	B	10		10	11	0.0	0.0	7
			2	1	(A, B)	200		201	209	0.5	0.3	7
		Exit	1	1		233		232	241	1.9	2.3	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	217		185	192	15.6	25.1	32
		Exit	1	1		173		38	40	121.3	154.7	89
	B - Redgrove Road	Entry	1	1	A, C	17		17	20	0.3	0.4	7
		Exit	1	1		63		63	64	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	232		233	240	0.7	0.7	1
		Exit	1	1		199		200	208	2.6	2.7	4

Lane movements: Main Results for each time segment

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	62	16	-	-	-	61	62
					C	208	52	-	-	-	204	209
			2	1	A	0	0	0	0	0.000	0	0
					B	65	16	-	-	-	62	64
					C	216	54	-	-	-	208	219
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	31	8	200	189	0.164	30	32
				2	A	24	6	200	200	0.122	24	25
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	30	8	-	-	-	24	27
					B	0	0	0	0	0.000	0	0
					C	39	10	-	-	-	31	35
	C - Princess Elizabeth Way	Entry	1	1	A	176	44	-	-	-	176	171
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	9	2	567	458	0.019	9	9
					C	0	0	0	0	0.000	0	0
			2	1	A	176	44	-	-	-	176	176
					B	9	2	-	-	-	9	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.52	-	-	-	2	2
					C	185	46	-	-	-	175	181
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	13	3	711	655	0.019	12	13
	C - Princess Elizabeth Way	Entry	1	1	A	207	52	500	480	0.431	207	203
					B	25	6	500	500	0.050	25	23
					C	0	0	0	0	0.000	0	0

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	57	14	-	-	-	56	60
					C	198	50	-	-	-	197	214
			2	1	A	0	0	0	0	0.000	0	0
					B	57	14	-	-	-	57	60
					C	199	50	-	-	-	198	213
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	37	9	200	198	0.184	37	35
				2	A	32	8	200	194	0.163	32	29
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	44	11	-	-	-	32	30
					B	0	0	0	0	0.000	0	0
					C	47	12	-	-	-	37	35
	C - Princess Elizabeth Way	Entry	1	1	A	184	46	-	-	-	185	193
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	5	1	460	409	0.011	5	5
					C	0	0	0	0	0.000	0	0
			2	1	A	184	46	-	-	-	184	196
					B	4	1	-	-	-	5	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.83	-	-	-	3	3
					C	187	47	-	-	-	175	183
	B - Redgrove Road	Entry	1	1	A	1	0.29	157	129	0.009	1	1
					B	0	0	0	0	0.000	0	0
					C	13	3	716	658	0.020	14	18
	C - Princess Elizabeth Way	Entry	1	1	A	205	51	500	480	0.427	205	218
					B	29	7	500	500	0.058	29	29
					C	0	0	0	0	0.000	0	0

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	82	20	-	-	-	81	88
					C	190	47	-	-	-	188	203
			2	1	A	0	0	0	0	0.000	0	0
					B	82	20	-	-	-	82	89
					C	188	47	-	-	-	190	201
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	29	7	200	200	0.144	29	29
				2	A	32	8	200	194	0.167	32	30
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	29	7	-	-	-	32	31
					B	0	0	0	0	0.000	0	0
					C	22	5	-	-	-	29	29
	C - Princess Elizabeth Way	Entry	1	1	A	189	47	-	-	-	188	198
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	4	1	436	390	0.011	4	4
					C	0	0	0	0	0.000	0	0
			2	1	A	189	47	-	-	-	189	200
					B	4	1	-	-	-	4	4
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.57	-	-	-	2	2
					C	205	51	-	-	-	181	189
	B - Redgrove Road	Entry	1	1	A	2	0.41	218	176	0.009	2	2
					B	0	0	0	0	0.000	0	0
					C	11	3	716	653	0.017	12	16
	C - Princess Elizabeth Way	Entry	1	1	A	184	46	500	478	0.384	185	201
					B	33	8	500	500	0.067	33	33
					C	0	0	0	0	0.000	0	0

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Grevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	83	85
					C	212	53	-	-	-	210	220
			2	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	84	86
					C	212	53	-	-	-	212	223
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	23	6	198	198	0.117	22	23
				2	A	31	8	200	194	0.162	32	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	30	8	-	-	-	31	32
					B	0	0	0	0	0.000	0	0
					C	22	5	-	-	-	23	24
	C - Princess Elizabeth Way	Entry	1	1	A	190	48	-	-	-	192	200
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	10	3	601	462	0.023	10	11
					C	0	0	0	0	0.000	0	0
			2	1	A	189	47	-	-	-	190	198
					B	10	3	-	-	-	10	11
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	2	0.50	-	-	-	2	2
					C	215	54	-	-	-	183	189
	B - Redgrove Road	Entry	1	1	A	1	0.30	195	156	0.008	1	2
					B	0	0	0	0	0.000	0	0
					C	16	4	716	651	0.024	16	19
	C - Princess Elizabeth Way	Entry	1	1	A	172	43	500	480	0.358	172	178
					B	60	15	500	500	0.121	61	62
					C	0	0	0	0	0.000	0	0



Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.0.2307			
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Filename: 250356_PE WAY-GEVIL RD-REDGROVE RD_PM Validation.j11

Path: C:\Users\MartinWhitelow\Cotswold Transport Planning Ltd\Project 2025 - 250356 - St Georges School SEN, Arle Road, Cheltenham\06 Calculations\Junction Modelling

Report generation date: 17/10/2025 16:42:16

- »D3 - 2025 | Base | PM Peak
 »D6 - 2031 | Base | PM Peak
 »D9 - 2031 + Dev | Base | PM Peak

Summary of junction performance

	PM Peak			
	Set ID	Q (Veh)	Delay (s)	Junction Delay (s)
	[Lane Simulation] - 2025 - Base			
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE	D3	1.9	25.60	84.86
1 - PE Way / Gevil Road - B - Grevil Road		7.3	343.08	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way		3.7	77.34	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		9.7	218.67	100.28
2 - PE Way / Redgrove Road - B - Redgrove Road		0.2	70.24	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.2	3.99	
		[Lane Simulation] - 2031 - Base		
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE	D6	2.9	36.72	103.16
1 - PE Way / Gevil Road - B - Grevil Road		9.4	430.06	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way		3.7	80.48	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		13.4	301.17	138.61
2 - PE Way / Redgrove Road - B - Redgrove Road		0.2	77.70	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.3	3.91	
		[Lane Simulation] - 2031 + Dev - Base		
1 - PE Way / Gevil Road - A - Princess Elizabeth Way NE	D9	3.0	42.11	110.79
1 - PE Way / Gevil Road - B - Grevil Road		10.8	444.51	
1 - PE Way / Gevil Road - C - Princess Elizabeth Way		3.7	79.47	
2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW		13.7	311.18	140.96
2 - PE Way / Redgrove Road - B - Redgrove Road		0.2	74.14	
2 - PE Way / Redgrove Road - C - Princess Elizabeth Way		0.3	3.98	

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. Arm and junction delays are Av.s for all movements, including movements with zero delay.

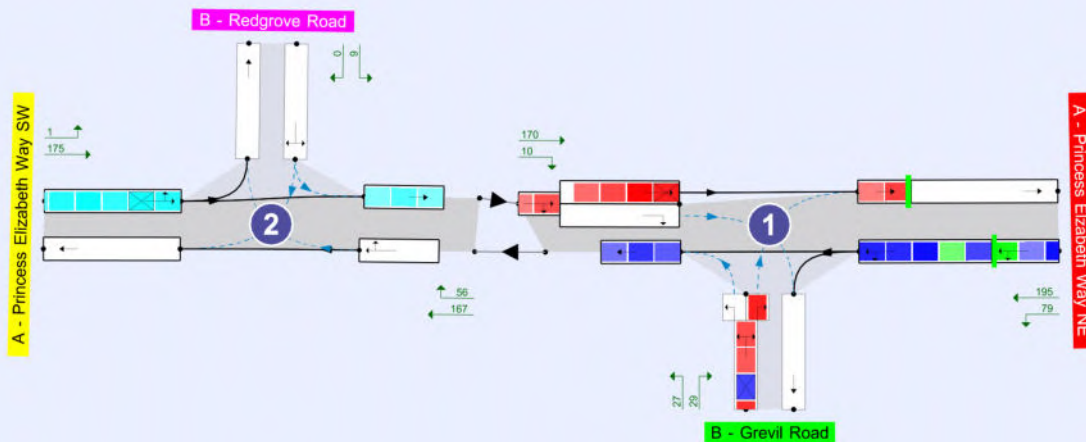
File summary

File Description

Title	Arle Road / Site Access Junction
Location	Arle Road
Site number	250356
Date	10/10/2025
Version	01
Status	(new file)
Identifier	RC
Client	Kier
Jobnumber	250356
Enumerator	AzureAD\RowenaCameron
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	Veh	Veh	perHour	s	-Min	perMin



Flows show modelled flow through junction (Veh/hr).
Lane simulation visualisation time: 17:14:00

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75				✓		0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Av. animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓		✓	2062807014	286	4.44

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2025	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓
D6	2031	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓
D9	2031 + Dev	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

D3 - 2025 | Base | PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	2 - PE Way / Redgrove Road	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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

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	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		84.86	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		100.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	91.53	F

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - PE Way / Gevil Road	A	Princess Elizabeth Way NE		Major
	B	Grevil Road		Minor
	C	Princess Elizabeth Way		Major
2 - PE Way / Redgrove Road	A	Princess Elizabeth Way SW		Major
	B	Redgrove Road		Minor
	C	Princess Elizabeth Way		Major

Major Arm Geometry

Junction	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)	Vehs causing blocking (%)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	6.20		✓	2.80	70.0	✓	4.50	100
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	6.20				150.0	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - PE Way / Gevil Road	B - Grevil Road	One lane plus flare		10.00	8.00	5.40	4.20	4.00		1.00	72	56
2 - PE Way / Redgrove Road	B - Redgrove Road	One lane	3.48								58	94

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehs queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	5.00	2.00	3.00	2.90	1.00	8.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - PE Way / Gevil Road	B-A	571	0.104	0.263	0.165	0.375
	B-C	701	0.106	0.267	-	-
	C-B	655	0.251	0.251	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - PE Way / Redgrove Road	B-A	569	0.103	0.260	0.163	0.371
	B-C	716	0.109	0.275	-	-
	C-B	661	0.254	0.254	-	-

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.

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	10.00
	B - Gevil Road	10.00
	C - Princess Elizabeth Way	10.00
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	10.00
	B - Redgrove Road	10.00
	C - Princess Elizabeth Way	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/hr)	Bottleneck type	Has obstructi
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	✓	5.00				
			2	1	(B, C)		Infinity				
		Exit	1	1		✓	2.00	✓	225	Random	
			2	1			Infinity	✓	200	Random	
	B - Grevil Road	Entry	1	1	C	✓	1.00				
			2	1	A	✓	1.00	✓	250	Random	
		Exit	1	1	(A, C)		Infinity				
			1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A	✓	4.50				
			2	1	B	✓	4.50				
		Exit	1	1	(A, B)	✓	3.00	✓	225	Uniform	
			1	1		✓	3.00	✓	290	Random	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C		Infinity				
		Exit	1	1			Infinity	✓	90	Random	
	B - Redgrove Road	Entry	1	1	A, C		Infinity				
		Exit	1	1			Infinity				
	C - Princess Elizabeth Way	Entry	1	1	A, B	✓	3.00				
		Exit	1	1		✓	3.00	✓	300	Random	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way NE	Grevil Road	Princess Elizabeth Way
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	1	1		✓	✓
		2	1		✓	✓
	B - Grevil Road	1	1			✓
		2	1	✓		
	C - Princess Elizabeth Way	1	1	✓		
		2	1		✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Princess Elizabeth Way SW	Redgrove Road	Princess Elizabeth Way
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	1	1		✓	✓
	B - Redgrove Road	1	1	✓		✓
	C - Princess Elizabeth Way	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2025	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Grevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.54	0	0.46
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.26	0.74
	B - Grevil Road	0.56	0	0.44
	C - Princess Elizabeth Way	0.95	0.04	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.37	0.63
	B - Grevil Road	0.48	0	0.53
	C - Princess Elizabeth Way	0.93	0.07	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.34	0.66
	B - Grevil Road	0.53	0	0.47
	C - Princess Elizabeth Way	0.93	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.87	0.31	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.17	0	0.83
	C - Princess Elizabeth Way	0.92	0.26	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.82	0.34	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.89	0.23	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Gevil Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way NE	0	3	2
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	1	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From				
	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
17:15
-
17:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	2	0.50
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	2	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
17:30
-
17:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	1	3
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	4	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	1	2
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	3	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			Re R
		A - Princess Elizabeth Way SW		
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Heavy Vehicle %

2 - PE
Way /
Redgrove
Road
17:45 -
18:00

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To		
		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	25.60	1.9	D	251	251
	B - Grevil Road	343.08	7.3	F	63	63
	C - Princess Elizabeth Way	77.34	3.7	F	170	170
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	218.67	9.7	F	166	166
	B - Redgrove Road	70.24	0.2	F	8	8
	C - Princess Elizabeth Way	3.99	0.2	A	201	201

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	263	66	18.04	258	262	177	0.0	1.7	17.493	
	B - Grevil Road	58	14		49	50	84	0.0	2.3	104.296	
	C - Princess Elizabeth Way	181	45		178	167	207	0.0	3.6	60.686	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	201	50		175	181	89	0.0	5.7	60.334	
	B - Redgrove Road	9	2		8	10	53	0.0	0.2	36.094	
	C - Princess Elizabeth Way	207	52		207	201	181	0.0	0.2	3.791	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	261	65	10.55	258	267	186	1.7	1.9	25.595	
	B - Grevil Road	58	15		57	57	72	2.3	4.2	270.465	
	C - Princess Elizabeth Way	178	45		177	181	216	3.6	3.7	75.226	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	179	45		172	170	92	5.7	9.7	193.539	
	B - Redgrove Road	8	2		8	12	49	0.2	0.1	62.764	
	C - Princess Elizabeth Way	216	54		217	221	178	0.2	0.2	3.557	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	241	60	23.99	244	256	185	1.9	1.2	22.676	
	B - Grevil Road	80	20		79	74	101	4.2	7.3	343.076	
	C - Princess Elizabeth Way	161	40		161	172	195	3.7	3.3	77.340	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	138	35		152	152	90	9.7	7.3	218.672	
	B - Redgrove Road	7	2		8	11	57	0.1	0.1	70.237	
	C - Princess Elizabeth Way	195	49		195	199	161	0.2	0.2	3.990	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	238	60	10.49	242	246	192	1.2	0.9	16.555	
	B - Grevil Road	58	14		66	69	92	7.3	6.0	258.388	
	C - Princess Elizabeth Way	162	40		163	169	188	3.3	2.9	71.041	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	145	36		157	155	89	7.3	6.3	140.820	
	B - Redgrove Road	8	2		9	12	43	0.1	0.1	49.902	
	C - Princess Elizabeth Way	188	47		188	193	162	0.2	0.2	3.350	

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	260		258	262	0.0	1.2	1
			2	1	(B, C)	263	18.04	260	267	0.0	0.5	3
		Exit	1	1		194	18.04	193	178	0.0	1.6	2
			2	1		193		177	156	0.0	5.6	7
	B - Grevil Road	Entry	1	1	C	22		22	24	0.0	0.1	1
			2	1	A	28		27	26	0.0	0.6	6
		Exit	1	1	(A, C)	58		50	53	0.0	1.5	5
			1	1		84		84	84	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	170		167	158	0.0	1.6	2
			2	1	B	11		11	9	0.0	0.0	6
		Exit	1	1	(A, B)	181		180	174	0.0	1.9	3
			1	1		207		207	204	0.0	1.6	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	201		175	181	0.0	5.7	6
		Exit	1	1		154		89	84	0.0	16.4	37
	B - Redgrove Road	Entry	1	1	A, C	9		8	10	0.0	0.2	3
		Exit	1	1		53		53	52	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	207		207	201	0.0	0.2	3
		Exit	1	1		182		181	180	0.0	2.5	4

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	260		258	267	1.2	1.4	1
			2	1	(B, C)	261	10.55	260	267	0.5	0.5	
		Exit	1	1		202	10.55	202	206	1.6	1.6	2
			2	1		202		186	187	5.6	10.1	1
	B - Grevil Road	Entry	1	1	C	24		24	25	0.1	0.2	2
				2	A	32		33	33	0.6	0.7	8
			2	1	(A, C)	58		56	58	1.5	3.4	2
		Exit	1	1		72		72	77	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	170		170	174	1.6	1.7	3
				2	B	7		7	8	0.0	0.0	
			2	1	(A, B)	178		177	181	1.9	2.1	4
		Exit	1	1		218		216	222	1.6	1.8	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	179		172	170	5.7	9.7	1
		Exit	1	1		170		92	90	16.4	37.5	11
	B - Redgrove Road	Entry	1	1	A, C	8		8	12	0.2	0.1	6
		Exit	1	1		49		49	50	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	216		217	221	0.2	0.2	
		Exit	1	1		178		178	179	2.5	2.6	5

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	243		244	256	1.4	0.9	1
			2	1	(B, C)	241	23.99	243	254	0.5	0.3	
		Exit	1	1		187	23.99	187	196	1.6	1.6	3
			2	1		187		185	191	10.1	11.1	2
	B - Grevil Road	Entry	1	1	C	42		42	39	0.2	0.3	2
				2	A	37		37	35	0.7	0.7	7
			2	1	(A, C)	80		79	74	3.4	6.3	2
		Exit	1	1		101		101	103	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	150		150	161	1.7	1.6	3
				2	B	11		11	11	0.0	0.0	
		Exit	1	1	(A, B)	161		162	171	2.1	1.7	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	138		152	152	9.7	7.3	2
		Exit	1	1		138		90	91	37.5	49.8	13
	B - Redgrove Road	Entry	1	1	A, C	7		8	11	0.1	0.1	7
		Exit	1	1		57		57	60	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	195		195	199	0.2	0.2	
		Exit	1	1		159		161	165	2.6	2.2	5

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	241		242	246	0.9	0.7	1
			2	1	(B, C)	238	10.49	241	245	0.3	0.2	4
		Exit	1	1		191	10.49	192	197	1.6	1.4	2
			2	1		192		192	191	11.1	12.7	20
	B - Grevil Road	Entry	1	1	C	30		30	33	0.3	0.1	1
				2	A	35		36	35	0.7	0.7	6
			2	1	(A, C)	58		66	68	6.3	5.2	22
		Exit	1	1		92		92	93	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	154		155	161	1.6	1.3	3
				2	B	8		8	8	0.0	0.0	5
			2	1	(A, B)	162		162	168	1.7	1.6	3
		Exit	1	1		188		188	195	1.6	1.3	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	145		157	155	7.3	6.3	14
		Exit	1	1		150		89	90	49.8	66.1	85
	B - Redgrove Road	Entry	1	1	A, C	8		9	12	0.1	0.1	4
		Exit	1	1		43		43	42	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	188		188	193	0.2	0.2	3
		Exit	1	1		161		162	163	2.2	2.1	4