TRL THE FUTURE OF TRANSPORT

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: Import of Southern Site Access - 350 homes.j11
Path: T:\Projects\9000 Series Project Numbers\9155ITB Wychwood, Turners Hill Rd, Crawley Down\Tech\Assessments\Picady\350 Homes
Report generation date: 23/04/2025 12:26:09

»2031 | + Committed Development | AM
»2031 | + Committed Development | PM
»2031 | + Committed Development + Development PP | AM
»2031 | + Committed Development + Development PP | PM
»2031 | + Committed Development + Development VL | AM
»2031 | + Committed Development + Development VL | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - + Committed Development						
Stream B-ACD	1.0	21.74	0.50	0.3	10.11	0.22
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.4	5.19	0.15	0.5	6.15	0.21
2031 - + Committed Development + Development PP						
Stream B-ACD	1.1	25.36	0.54	0.3	10.83	0.24
Stream A-BCD	0.1	5.07	0.05	0.4	4.77	0.14
Stream D-ABC	0.2	9.00	0.14	0.1	7.92	0.06
Stream C-ABD	0.4	5.21	0.15	0.5	6.27	0.22
2031 - + Committed Development + Development VL						
Stream B-ACD	1.2	25.52	0.55	0.3	10.75	0.24
Stream A-BCD	0.3	5.37	0.13	0.3	4.73	0.13
Stream D-ABC	0.1	8.37	0.06	0.1	7.85	0.05
Stream C-ABD	0.4	5.22	0.15	0.5	6.26	0.22

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

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

File summary

File Description

Title	
Location	
Site number	
Date	27/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2031	Future Year	AM	ONE HOUR	07:00	08:30	15			
D2	2031	Future Year	PM	ONE HOUR	16:30	18:00	15			
D3		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D4		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D5	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D1+D3
D6	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2+D4
D7		Development - 350 Homes PP	AM	ONE HOUR	07:00	08:30	15			
D8		Development - 350 Homes PP	PM	ONE HOUR	16:30	18:00	15			
D9		Development - 350 Homes VL	AM	ONE HOUR	07:00	08:30	15			
D10		Development - 350 Homes VL	PM	ONE HOUR	16:30	18:00	15			
D11	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D5+D7
D12	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D6+D8
D13	2031	+ Committed Development + Development VL	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D5+D8
D14	2031	+ Committed Development + Development VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D6+D10

Analysis Set Details

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

2031 | + Committed Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Turners Hill Road (N)		Major
B	Vicarage Road		Minor
C	Turners Hill Road (S)		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Turners Hill Road (N)	5.39			76.9	✓	0.00
C - Turners Hill Road (S)	5.39			104.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Vicarage Road	One lane	3.42	47	21
D - Site Access	One lane	3.91	21	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.246	0.351	0.246	-	-	-
B-A	524	0.098	0.248	0.248	-	-	-	0.156	0.354	-	0.248	0.248	0.124
B-C	664	0.104	0.264	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	524	0.098	0.248	0.248	-	-	-	0.156	0.354	0.156	-	-	-
B-D, offside lane	524	0.098	0.248	0.248	-	-	-	0.156	0.354	0.156	-	-	-
C-B	635	0.252	0.252	0.361	-	-	-	-	-	-	-	-	-
D-A	695	-	-	-	-	-	-	0.276	-	0.109	-	-	-
D-B, nearside lane	539	0.160	0.160	0.364	-	-	-	0.255	0.255	0.101	-	-	-
D-B, offside lane	539	0.160	0.160	0.364	-	-	-	0.255	0.255	0.101	-	-	-
D-C	539	-	0.160	0.364	0.127	0.255	0.255	0.255	0.255	0.101	-	-	-

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	Relationship type	Relationship
D5	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D1+D3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	395	100.000
B - Vicarage Road		ONE HOUR	✓	150	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	488	100.000
D - Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	5	390	0
	B - Vicarage Road	128	0	22	0
	C - Turners Hill Road (S)	441	47	0	0
	D - Site Access	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
	A - Turners Hill Road (N)	0	0	4	0
	B - Vicarage Road	0	0	10	0
	C - Turners Hill Road (S)	7	5	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.50	21.74	1.0	4.4	C	138	207
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						5	7
A-C						357	536
D-ABC	0.00	0.00	0.0	~1	A	0	0
C-ABD	0.15	5.19	0.4	1.1	A	90	135
C-D						0	0
C-A						358	537

Main Results for each time segment

07:00 - 07:15

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-ACD	113	28	0.00	396	0.285	112	0.0	0.4	12.572	B
A-BCD	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
A-B	4	1.00	0.00			4				
A-C	293	73	0.00			293				
D-ABC	0	0	0.00	422	0.000	0	0.0	0.0	0.000	A
C-ABD	62	16	0.00	758	0.082	62	0.0	0.2	5.172	A
C-D	0	0	0.00			0				
C-A	305	76	0.00			305				

07:15 - 07:30

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-ACD	135	34	0.00	369	0.366	134	0.4	0.6	15.300	C
A-BCD	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
A-B	5	1	0.00			5				
A-C	350	88	0.00			350				
D-ABC	0	0	0.00	392	0.000	0	0.0	0.0	0.000	A
C-ABD	84	21	0.00	791	0.107	84	0.2	0.2	5.092	A
C-D	0	0	0.00			0				
C-A	354	89	0.00			354				

07:30 - 07:45

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-ACD	165	41	0.00	331	0.500	164	0.6	1.0	21.351	C
A-BCD	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
A-B	6	1	0.00			6				
A-C	429	107	0.00			429				
D-ABC	0	0	0.00	350	0.000	0	0.0	0.0	0.000	A
C-ABD	123	31	0.00	839	0.146	122	0.2	0.4	5.027	A
C-D	0	0	0.00			0				
C-A	415	104	0.00			415				

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-ACD	165	41	0.00	331	0.500	165	1.0	1.0	21.739	C
A-BCD	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
A-B	6	1	0.00			6				
A-C	429	107	0.00			429				
D-ABC	0	0	0.00	350	0.000	0	0.0	0.0	0.000	A
C-ABD	123	31	0.00	839	0.146	123	0.4	0.4	5.035	A
C-D	0	0	0.00			0				
C-A	414	104	0.00			414				

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-ACD	135	34	0.00	369	0.366	137	1.0	0.6	15.608	C
A-BCD	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
A-B	5	1	0.00			5				
A-C	350	88	0.00			350				
D-ABC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
C-ABD	85	21	0.00	791	0.107	85	0.4	0.2	5.111	A
C-D	0	0	0.00			0				
C-A	354	89	0.00			354				

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-ACD	113	28	0.00	396	0.286	114	0.6	0.4	12.784	B
A-BCD	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
A-B	4	1.00	0.00			4				
A-C	293	73	0.00			293				
D-ABC	0	0	0.00	421	0.000	0	0.0	0.0	0.000	A
C-ABD	63	16	0.00	758	0.083	63	0.2	0.2	5.190	A
C-D	0	0	0.00			0				
C-A	305	76	0.00			305				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.39	0.00	0.00	0.39	0.39			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.15	0.00	0.00	0.15	0.15			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.56	0.55	1.00	1.40	1.45			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.96	0.03	0.27	0.96	1.91			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.36	0.03	0.27	0.49	1.11			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.98	0.03	0.29	1.43	4.37			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.37	0.00	0.00	0.37	0.37			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.59	0.05	0.55	1.35	1.45			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.41	0.04	0.36	1.18	1.35			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.16	0.00	0.00	0.16	0.16			N/A	N/A

2031 | + Committed Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	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	Relationship type	Relationship
D6	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2+D4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	542	100.000
B - Vicarage Road		ONE HOUR	✓	93	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	403	100.000
D - Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	16	526	0
	B - Vicarage Road	11	0	82	0
	C - Turners Hill Road (S)	330	73	0	0
	D - Site Access	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	**A - Turners Hill Road (N)**	0	0	2	0
	B - Vicarage Road	10	0	0	0
	C - Turners Hill Road (S)	4	0	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	10.11	0.3	1.3	B	85	127
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						14	22
A-C						482	724
D-ABC	0.00	0.00	0.0	~1	A	0	0
C-ABD	0.21	6.15	0.5	1.4	A	118	177
C-D						0	0
C-A						252	378

Main Results for each time segment

16:30 - 16:45

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-ACD	70	17	0.00	516	0.135	69	0.0	0.2	8.045	A
A-BCD	0	0	0.00	533	0.000	0	0.0	0.0	0.000	A
A-B	12	3	0.00			12				
A-C	396	99	0.00			396				
D-ABC	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-ABD	85	21	0.00	702	0.120	84	0.0	0.2	5.818	A
C-D	0	0	0.00			0				
C-A	219	55	0.00			219				

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-ACD	83	21	0.00	492	0.169	83	0.2	0.2	8.800	A
A-BCD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
A-B	14	4	0.00			14				
A-C	473	118	0.00			473				
D-ABC	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	0.00	719	0.155	111	0.2	0.3	5.919	A
C-D	0	0	0.00			0				
C-A	251	63	0.00			251				

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-ACD	102	25	0.00	458	0.222	102	0.2	0.3	10.093	B
A-BCD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
A-B	17	4	0.00			17				
A-C	579	145	0.00			579				
D-ABC	0	0	0.00	359	0.000	0	0.0	0.0	0.000	A
C-ABD	157	39	0.00	744	0.211	156	0.3	0.5	6.124	A
C-D	0	0	0.00			0				
C-A	286	72	0.00			286				

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-ACD	102	25	0.00	458	0.223	102	0.3	0.3	10.112	B
A-BCD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
A-B	17	4	0.00			17				
A-C	579	145	0.00			579				
D-ABC	0	0	0.00	358	0.000	0	0.0	0.0	0.000	A
C-ABD	157	39	0.00	744	0.211	157	0.5	0.5	6.147	A
C-D	0	0	0.00			0				
C-A	286	72	0.00			286				

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-ACD	83	21	0.00	492	0.169	83	0.3	0.2	8.822	A
A-BCD	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
A-B	14	4	0.00			14				
A-C	473	118	0.00			473				
D-ABC	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
C-ABD	112	28	0.00	719	0.155	112	0.5	0.3	5.958	A
C-D	0	0	0.00			0				
C-A	250	63	0.00			250				

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-ACD	70	17	0.00	516	0.135	70	0.2	0.2	8.074	A
A-BCD	0	0	0.00	533	0.000	0	0.0	0.0	0.000	A
A-B	12	3	0.00			12				
A-C	396	99	0.00			396				
D-ABC	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-ABD	85	21	0.00	703	0.121	85	0.3	0.2	5.850	A
C-D	0	0	0.00			0				
C-A	218	55	0.00			218				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.21	0.00	0.00	0.21	0.21			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.30	0.00	0.00	0.30	0.30			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.28	0.03	0.26	0.46	0.49			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.47	0.03	0.26	0.47	0.65			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.28	0.03	0.31	1.01	1.31			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.47	0.04	0.41	1.25	1.38			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.21	0.00	0.00	0.21	0.21			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.16	0.00	0.00	0.16	0.16			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2031 | + Committed Development + Development PP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	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	Relationship type	Relationship
D11	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	421	100.000
B - Vicarage Road		ONE HOUR	✓	152	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	493	100.000
D - Site Access		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	**A - Turners Hill Road (N)**	0	5	400	16
	B - Vicarage Road	128	0	22	1
	C - Turners Hill Road (S)	445	47	0	1
	D - Site Access	46	4	8	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	**A - Turners Hill Road (N)**	0	0	4	0
	B - Vicarage Road	0	0	10	0
	C - Turners Hill Road (S)	7	5	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.54	25.36	1.1	5.2	D	139	209
A-BCD	0.05	5.07	0.1	0.5	A	29	44
A-B						5	7
A-C						353	529
D-ABC	0.14	9.00	0.2	0.5	A	54	80
C-ABD	0.15	5.21	0.4	1.2	A	91	137
C-D						0.93	1
C-A						360	540

Main Results for each time segment

07:00 - 07:15

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-ACD	114	29	0.00	382	0.299	113	0.0	0.4	13.296	B
A-BCD	20	5	0.00	731	0.028	20	0.0	0.0	5.061	A
A-B	4	0.97	0.00			4				
A-C	293	73	0.00			293				
D-ABC	44	11	0.00	529	0.083	44	0.0	0.1	7.419	A
C-ABD	63	16	0.00	756	0.084	63	0.0	0.2	5.194	A
C-D	0.80	0.20	0.00			0.80				
C-A	307	77	0.00			307				

07:15 - 07:30

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-ACD	136	34	0.00	351	0.388	136	0.4	0.6	16.634	C
A-BCD	27	7	0.00	757	0.036	27	0.0	0.0	4.925	A
A-B	5	1	0.00			5				
A-C	347	87	0.00			347				
D-ABC	52	13	0.00	502	0.104	52	0.1	0.1	8.002	A
C-ABD	86	21	0.00	789	0.109	85	0.2	0.2	5.118	A
C-D	0.92	0.23	0.00			0.92				
C-A	357	89	0.00			357				

07:30 - 07:45

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-ACD	167	42	0.00	309	0.541	165	0.6	1.1	24.709	C
A-BCD	40	10	0.00	796	0.050	39	0.0	0.1	4.755	A
A-B	6	1	0.00			6				
A-C	419	105	0.00			419				
D-ABC	64	16	0.00	464	0.138	64	0.1	0.2	8.989	A
C-ABD	125	31	0.00	836	0.149	124	0.2	0.4	5.061	A
C-D	1	0.27	0.00			1				
C-A	417	104	0.00			417				

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-ACD	167	42	0.00	309	0.541	167	1.1	1.1	25.360	D
A-BCD	40	10	0.00	796	0.050	40	0.1	0.1	4.763	A
A-B	6	1	0.00			6				
A-C	419	105	0.00			419				
D-ABC	64	16	0.00	464	0.138	64	0.2	0.2	9.002	A
C-ABD	125	31	0.00	837	0.150	125	0.4	0.4	5.070	A
C-D	1	0.27	0.00			1				
C-A	416	104	0.00			416				

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-ACD	136	34	0.00	351	0.389	138	1.1	0.7	17.091	C
A-BCD	27	7	0.00	757	0.036	27	0.1	0.1	4.942	A
A-B	5	1	0.00			5				
A-C	347	87	0.00			347				
D-ABC	52	13	0.00	502	0.105	53	0.2	0.1	8.017	A
C-ABD	86	21	0.00	789	0.109	86	0.4	0.2	5.139	A
C-D	0.92	0.23	0.00			0.92				
C-A	356	89	0.00			356				

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-ACD	114	29	0.00	381	0.300	115	0.7	0.4	13.563	B
A-BCD	20	5	0.00	731	0.028	20	0.1	0.0	5.072	A
A-B	4	0.97	0.00			4				
A-C	293	73	0.00			293				
D-ABC	44	11	0.00	528	0.083	44	0.1	0.1	7.439	A
C-ABD	64	16	0.00	756	0.084	64	0.2	0.2	5.214	A
C-D	0.80	0.20	0.00			0.80				
C-A	307	77	0.00			307				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.42	0.00	0.00	0.42	0.42			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.16	0.91	1.38	1.44			N/A	N/A
A-BCD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.12	0.03	0.28	1.12	3.83			N/A	N/A
A-BCD	0.07	0.03	0.26	0.46	0.49			N/A	N/A
D-ABC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.38	0.03	0.27	0.49	1.17			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.15	0.03	0.29	1.19	5.22			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-ABC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.38	0.03	0.26	0.47	0.50			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.65	0.05	0.55	1.35	1.35			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.44	0.04	0.37	1.26	1.44			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.16	0.00	0.00	0.16	0.16			N/A	N/A

TRL THE FUTURE OF TRANSPORT

2031 | + Committed Development + Development PP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	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	Relationship type	Relationship
D12	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D6+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	588	100.000
B - Vicarage Road		ONE HOUR	✓	96	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	416	100.000
D - Site Access		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

From		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	16	530	42
	B - Vicarage Road	11	0	82	4
	C - Turners Hill Road (S)	340	73	0	3
	D - Site Access	19	2	3	0

Vehicle Mix

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

Heavy Vehicle %

From		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	0	2	0
	B - Vicarage Road	10	0	0	0
	C - Turners Hill Road (S)	4	0	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.24	10.83	0.3	1.4	B	88	133
A-BCD	0.14	4.77	0.4	1.3	A	95	142
A-B						13	19
A-C						432	648
D-ABC	0.06	7.92	0.1	0.5	A	22	33
C-ABD	0.22	6.27	0.5	1.4	A	122	183
C-D						2	4
C-A						257	385

Main Results for each time segment

16:30 - 16:45

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-ACD	73	18	0.00	503	0.144	72	0.0	0.2	8.342	A
A-BCD	63	16	0.00	820	0.077	63	0.0	0.1	4.752	A
A-B	11	3	0.00			11				
A-C	368	92	0.00			368				
D-ABC	18	5	0.00	542	0.033	18	0.0	0.0	6.865	A
C-ABD	87	22	0.00	699	0.124	86	0.0	0.2	5.871	A
C-D	2	0.51	0.00			2				
C-A	224	56	0.00			224				

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-ACD	87	22	0.00	476	0.182	86	0.2	0.2	9.225	A
A-BCD	88	22	0.00	864	0.102	88	0.1	0.2	4.638	A
A-B	13	3	0.00			13				
A-C	428	107	0.00			428				
D-ABC	22	5	0.00	518	0.042	22	0.0	0.0	7.258	A
C-ABD	115	29	0.00	715	0.161	115	0.2	0.3	5.995	A
C-D	2	0.58	0.00			2				
C-A	256	64	0.00			256				

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-ACD	106	27	0.00	439	0.242	106	0.2	0.3	10.796	B
A-BCD	132	33	0.00	927	0.143	132	0.2	0.4	4.529	A
A-B	15	4	0.00			15				
A-C	500	125	0.00			500				
D-ABC	27	7	0.00	481	0.055	26	0.0	0.1	7.913	A
C-ABD	164	41	0.00	740	0.222	163	0.3	0.5	6.241	A
C-D	3	0.66	0.00			3				
C-A	291	73	0.00			291				

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-ACD	106	27	0.00	439	0.242	106	0.3	0.3	10.827	B
A-BCD	133	33	0.00	927	0.143	133	0.4	0.4	4.540	A
A-B	15	4	0.00			15				
A-C	500	125	0.00			500				
D-ABC	27	7	0.00	481	0.055	27	0.1	0.1	7.920	A
C-ABD	164	41	0.00	741	0.222	164	0.5	0.5	6.266	A
C-D	3	0.66	0.00			3				
C-A	291	73	0.00			291				

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-ACD	87	22	0.00	476	0.182	87	0.3	0.2	9.259	A
A-BCD	88	22	0.00	864	0.102	89	0.4	0.2	4.656	A
A-B	13	3	0.00			13				
A-C	428	107	0.00			428				
D-ABC	22	5	0.00	517	0.042	22	0.1	0.0	7.266	A
C-ABD	116	29	0.00	716	0.161	116	0.5	0.3	6.037	A
C-D	2	0.58	0.00			2				
C-A	256	64	0.00			256				

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-ACD	73	18	0.00	503	0.144	73	0.2	0.2	8.380	A
A-BCD	64	16	0.00	820	0.078	64	0.2	0.1	4.771	A
A-B	11	3	0.00			11				
A-C	368	92	0.00			368				
D-ABC	18	5	0.00	542	0.033	18	0.0	0.0	6.874	A
C-ABD	87	22	0.00	699	0.125	88	0.3	0.2	5.908	A
C-D	2	0.51	0.00			2				
C-A	224	56	0.00			224				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
D-ABC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
A-BCD	0.21	0.00	0.00	0.21	0.21			N/A	N/A
D-ABC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.31	0.03	0.26	0.46	0.49			N/A	N/A
A-BCD	0.37	0.03	0.28	0.50	1.31			N/A	N/A
D-ABC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.51	0.03	0.26	0.51	0.78			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.32	0.03	0.31	1.11	1.42			N/A	N/A
A-BCD	0.38	0.00	0.00	0.38	0.38			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.52	0.04	0.45	1.29	1.41			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.23	0.00	0.00	0.23	0.23			N/A	N/A
A-BCD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-ABD	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
D-ABC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2031 | + Committed Development + Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		4.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.45	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	Relationship type	Relationship
D13	2031	+ Committed Development + Development VL	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D5+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	441	100.000
B - Vicarage Road		ONE HOUR	✓	154	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	501	100.000
D - Site Access		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	5	394	42
	B - Vicarage Road	128	0	22	4
	C - Turners Hill Road (S)	451	47	0	3
	D - Site Access	19	2	3	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	0	4	0
	B - Vicarage Road	0	0	10	0
	C - Turners Hill Road (S)	7	5	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.55	25.52	1.2	5.3	D	141	212
A-BCD	0.13	5.37	0.3	1.1	A	77	116
A-B						4	7
A-C						323	485
D-ABC	0.06	8.37	0.1	0.5	A	22	33
C-ABD	0.15	5.22	0.4	1.3	A	93	140
C-D						2	4
C-A						364	546

Main Results for each time segment

07:00 - 07:15

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-ACD	116	29	0.00	383	0.303	114	0.0	0.4	13.318	B
A-BCD	54	13	0.00	727	0.074	53	0.0	0.1	5.345	A
A-B	4	0.92	0.00			4				
A-C	275	69	0.00			275				
D-ABC	18	5	0.00	524	0.035	18	0.0	0.0	7.110	A
C-ABD	64	16	0.00	755	0.085	63	0.0	0.2	5.203	A
C-D	2	0.53	0.00			2				
C-A	311	78	0.00			311				

07:15 - 07:30

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-ACD	139	35	0.00	353	0.393	138	0.4	0.6	16.685	C
A-BCD	73	18	0.00	752	0.097	72	0.1	0.2	5.296	A
A-B	4	1	0.00			4				
A-C	320	80	0.00			320				
D-ABC	22	5	0.00	497	0.044	22	0.0	0.0	7.580	A
C-ABD	87	22	0.00	789	0.111	87	0.2	0.2	5.132	A
C-D	2	0.62	0.00			2				
C-A	361	90	0.00			361				

07:30 - 07:45

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-ACD	170	42	0.00	311	0.546	168	0.6	1.1	24.829	C
A-BCD	105	26	0.00	789	0.133	105	0.2	0.3	5.260	A
A-B	5	1	0.00			5				
A-C	376	94	0.00			376				
D-ABC	27	7	0.00	457	0.058	26	0.0	0.1	8.366	A
C-ABD	128	32	0.00	837	0.153	128	0.2	0.4	5.080	A
C-D	3	0.72	0.00			3				
C-A	420	105	0.00			420				

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-ACD	170	42	0.00	310	0.547	170	1.1	1.2	25.517	D
A-BCD	105	26	0.00	789	0.134	105	0.3	0.3	5.277	A
A-B	5	1	0.00			5				
A-C	376	94	0.00			376				
D-ABC	27	7	0.00	456	0.058	27	0.1	0.1	8.374	A
C-ABD	129	32	0.00	837	0.154	129	0.4	0.4	5.092	A
C-D	3	0.72	0.00			3				
C-A	420	105	0.00			420				

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-ACD	139	35	0.00	352	0.393	141	1.2	0.7	17.165	C
A-BCD	73	18	0.00	752	0.097	73	0.3	0.2	5.325	A
A-B	4	1	0.00			4				
A-C	320	80	0.00			320				
D-ABC	22	5	0.00	496	0.044	22	0.1	0.0	7.589	A
C-ABD	88	22	0.00	789	0.111	88	0.4	0.3	5.152	A
C-D	2	0.62	0.00			2				
C-A	360	90	0.00			360				

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-ACD	116	29	0.00	382	0.303	117	0.7	0.4	13.600	B
A-BCD	54	14	0.00	727	0.075	55	0.2	0.1	5.371	A
A-B	4	0.92	0.00			4				
A-C	274	69	0.00			274				
D-ABC	18	5	0.00	524	0.035	18	0.0	0.0	7.120	A
C-ABD	65	16	0.00	755	0.085	65	0.3	0.2	5.222	A
C-D	2	0.53	0.00			2				
C-A	311	78	0.00			311				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.43	0.00	0.00	0.43	0.43			N/A	N/A
A-BCD	0.13	0.00	0.00	0.13	0.13			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-ABD	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.63	0.16	0.91	1.38	1.44			N/A	N/A
A-BCD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
D-ABC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.14	0.03	0.28	1.14	4.03			N/A	N/A
A-BCD	0.33	0.03	0.28	0.50	1.15			N/A	N/A
D-ABC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-ABD	0.39	0.03	0.27	0.49	1.25			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.17	0.03	0.29	1.20	5.33			N/A	N/A
A-BCD	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-ABD	0.40	0.03	0.27	0.49	0.94			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.67	0.05	0.55	1.44	1.44			N/A	N/A
A-BCD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.44	0.04	0.37	1.28	1.46			N/A	N/A
A-BCD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-ABD	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2031 | + Committed Development + Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Turners Hill Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Turners Hill Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D11 - 2031	+ Committed Development + Development PP	AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	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	Relationship type	Relationship
D14	2031	+ Committed Development + Development VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D6+D10

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	583	100.000
B - Vicarage Road		ONE HOUR	✓	96	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	414	100.000
D - Site Access		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

From		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	16	530	38
	B - Vicarage Road	11	0	82	3
	C - Turners Hill Road (S)	339	73	0	3
	D - Site Access	17	2	3	0

Vehicle Mix

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

Heavy Vehicle %

From		To			
		A - Turners Hill Road (N)	B - Vicarage Road	C - Turners Hill Road (S)	D - Site Access
From	A - Turners Hill Road (N)	0	0	2	0
	B - Vicarage Road	10	0	0	0
	C - Turners Hill Road (S)	4	0	0	0
	D - Site Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.24	10.75	0.3	1.4	B	88	132
A-BCD	0.13	4.73	0.3	1.0	A	85	128
A-B						13	20
A-C						437	656
D-ABC	0.05	7.85	0.1	0.5	A	20	30
C-ABD	0.22	6.26	0.5	1.4	A	122	183
C-D						2	3
C-A						256	385

Main Results for each time segment

16:30 - 16:45

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-ACD	72	18	0.00	504	0.143	72	0.0	0.2	8.310	A
A-BCD	57	14	0.00	820	0.070	57	0.0	0.1	4.716	A
A-B	11	3	0.00			11				
A-C	371	93	0.00			371				
D-ABC	16	4	0.00	543	0.030	16	0.0	0.0	6.830	A
C-ABD	86	22	0.00	699	0.124	86	0.0	0.2	5.866	A
C-D	2	0.46	0.00			2				
C-A	224	56	0.00			224				

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-ACD	86	22	0.00	478	0.180	86	0.2	0.2	9.180	A
A-BCD	79	20	0.00	864	0.091	79	0.1	0.2	4.586	A
A-B	13	3	0.00			13				
A-C	433	108	0.00			433				
D-ABC	19	5	0.00	519	0.038	19	0.0	0.0	7.211	A
C-ABD	115	29	0.00	716	0.160	114	0.2	0.3	5.988	A
C-D	2	0.52	0.00			2				
C-A	256	64	0.00			256				

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-ACD	106	26	0.00	441	0.240	105	0.2	0.3	10.719	B
A-BCD	119	30	0.00	927	0.128	119	0.2	0.3	4.456	A
A-B	15	4	0.00			15				
A-C	508	127	0.00			508				
D-ABC	24	6	0.00	483	0.049	24	0.0	0.1	7.842	A
C-ABD	163	41	0.00	741	0.220	163	0.3	0.5	6.229	A
C-D	2	0.60	0.00			2				
C-A	291	73	0.00			291				

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-ACD	106	26	0.00	441	0.240	106	0.3	0.3	10.749	B
A-BCD	119	30	0.00	927	0.129	119	0.3	0.3	4.464	A
A-B	15	4	0.00			15				
A-C	508	127	0.00			508				
D-ABC	24	6	0.00	483	0.049	24	0.1	0.1	7.849	A
C-ABD	164	41	0.00	741	0.221	164	0.5	0.5	6.256	A
C-D	2	0.59	0.00			2				
C-A	290	73	0.00			290				

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-ACD	86	22	0.00	478	0.181	87	0.3	0.2	9.214	A
A-BCD	79	20	0.00	864	0.092	80	0.3	0.2	4.604	A
A-B	13	3	0.00			13				
A-C	432	108	0.00			432				
D-ABC	19	5	0.00	518	0.038	20	0.1	0.0	7.222	A
C-ABD	115	29	0.00	716	0.161	116	0.5	0.3	6.029	A
C-D	2	0.52	0.00			2				
C-A	255	64	0.00			255				

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-ACD	72	18	0.00	504	0.143	72	0.2	0.2	8.350	A
A-BCD	57	14	0.00	820	0.070	58	0.2	0.1	4.728	A
A-B	11	3	0.00			11				
A-C	371	93	0.00			371				
D-ABC	16	4	0.00	543	0.030	16	0.0	0.0	6.839	A
C-ABD	87	22	0.00	699	0.124	87	0.3	0.2	5.904	A
C-D	2	0.46	0.00			2				
C-A	223	56	0.00			223				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D-ABC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
A-BCD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
D-ABC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.31	0.03	0.26	0.46	0.49			N/A	N/A
A-BCD	0.31	0.03	0.28	0.50	1.03			N/A	N/A
D-ABC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.51	0.03	0.26	0.51	0.77			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.31	0.03	0.31	1.10	1.41			N/A	N/A
A-BCD	0.32	0.00	0.00	0.32	0.32			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-ABD	0.51	0.04	0.44	1.29	1.41			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
A-BCD	0.19	0.00	0.00	0.19	0.19			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-ABD	0.33	0.00	0.00	0.33	0.33			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D-ABC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A