

ID	street	IS	restriction	length	space	type	Comment
1472	Westfield Avenue	42	Single Yellow	8.9	1	horizontal	
1473	Westfield Avenue	42	Drop Kerb	5.1	1	horizontal	
1474	Westfield Avenue	42	Single Yellow	10.2	2	horizontal	
1475	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1476	Westfield Avenue	42	Single Yellow	8.9	1	horizontal	
1477	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1478	Westfield Avenue	42	Single Yellow	11.0	2	horizontal	
1479	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	
1480	Westfield Avenue	42	Single Yellow	9.6	1	horizontal	
1481	Westfield Avenue	42	Drop Kerb	4.1	0	horizontal	
1482	Westfield Avenue	42	Single Yellow	10.1	2	horizontal	
1483	Westfield Avenue	42	Drop Kerb	4.1	0	horizontal	
1484	Westfield Avenue	42	Single Yellow	8.4	1	horizontal	
1485	Westfield Avenue	42	Drop Kerb	8.3	1	horizontal	
1486	Westfield Avenue	42	Single Yellow	5.6	1	horizontal	
1487	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	
1488	Westfield Avenue	42	Single Yellow	1.4	0	horizontal	
1489	Westfield Avenue	42	Double Yellow	7.0	1	horizontal	
1490	Westfield Avenue	42	Drop Kerb	4.3	0	horizontal	
1491	Westfield Avenue	42	Double Yellow	5.1	1	horizontal	
1492	Westfield Avenue	42	Drop Kerb	2.2	0	horizontal	
1493	Westfield Avenue	42	Double Yellow	4.0	0	horizontal	
1494	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	
1495	Westfield Avenue	42	Double Yellow	8.3	1	horizontal	
1496	Westfield Avenue	42	Single Yellow	1.8	0	horizontal	
1497	Westfield Avenue	42	Drop Kerb	4.6	0	horizontal	
1498	Westfield Avenue	42	Single Yellow	9.3	1	horizontal	
1499	Westfield Avenue	42	Drop Kerb	4.4	0	horizontal	
1500	Westfield Avenue	42	Single Yellow	7.6	1	horizontal	
1501	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1502	Westfield Avenue	42	Single Yellow	8.5	1	horizontal	
1503	Westfield Avenue	42	Drop Kerb	4.6	0	horizontal	
1504	Westfield Avenue	42	Single Yellow	8.0	1	horizontal	
1505	Westfield Avenue	42	Drop Kerb	4.7	0	horizontal	
1506	Westfield Avenue	42	Double Yellow	10.4	2	horizontal	
1507	Westfield Avenue	42	Drop Kerb	4.7	0	horizontal	
1508	Westfield Avenue	42	Double Yellow	8.9	1	horizontal	
1509	Westfield Avenue	42	Drop Kerb	4.4	0	horizontal	
1510	Westfield Avenue	42	Double Yellow	12.1	2	horizontal	
1511	Westfield Avenue	41	Drop Kerb	9.3	1	horizontal	
1512	Westfield Avenue	41	Double Yellow	15.6	3	horizontal	
1513	Westfield Avenue	41	Drop Kerb	4.2	0	horizontal	
1514	Westfield Avenue	41	Double Yellow	11.8	2	horizontal	
1515	Westfield Avenue	41	Drop Kerb	4.3	0	horizontal	
1516	Westfield Avenue	41	Double Yellow	7.0	1	horizontal	
1517	Westfield Avenue	41	Drop Kerb	4.5	0	horizontal	
1518	Westfield Avenue	41	Double Yellow	37.2	7	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1519	Westfield Avenue	41	Drop Kerb	6.0	1	horizontal	
1520	Westfield Avenue	41	Double Yellow	4.7	0	horizontal	
1521	Westfield Avenue	41	Drop Kerb	4.6	0	horizontal	
1522	Westfield Avenue	41	Double Yellow	20.3	4	horizontal	
1523	Westfield Avenue	41	Drop Kerb	4.3	0	horizontal	
1524	Westfield Avenue	41	Double Yellow	10.2	2	horizontal	
1525	Westfield Avenue	41	Drop Kerb	4.5	0	horizontal	
1526	Westfield Avenue	41	Double Yellow	57.2	11	horizontal	
1527	Westfield Avenue	41	Drop Kerb	2.6	0	horizontal	
1528	Westfield Avenue	41	Double Yellow	4.7	0	horizontal	
1530	Westfield Road	38	Double Yellow	7.0	1	horizontal	
1531	Westfield Road	38	Unrestricted	23.9	4	horizontal	
1532	Westfield Road	38	Drop Kerb	5.9	1	horizontal	
1533	Westfield Road	38	Unrestricted	9.0	1	horizontal	
1534	Westfield Road	38	Drop Kerb	3.9	0	horizontal	
1535	Westfield Road	38	Unrestricted	14.7	2	horizontal	
1536	Westfield Road	38	Drop Kerb	3.8	0	horizontal	
1537	Westfield Road	38	Unrestricted	22.9	4	horizontal	
1538	Westfield Road	38	Double Yellow	4.0	0	horizontal	
1539	Westfield Road	38	Drop Kerb	11.0	2	horizontal	
1540	Westfield Road	38	Double Yellow	11.9	2	horizontal	
1541	Westfield Road	38	Drop Kerb	7.0	1	horizontal	
1542	Westfield Road	38	Drop Kerb	18.4	3	horizontal	
1543	Westfield Road	38	Drop Kerb	1.3	0	horizontal	
1544	Westfield Road	38	Unrestricted	1.7	0	horizontal	
1545	Westfield Road	38	Parking Bays	19.1	3	horizontal	
1546	Westfield Road	38	Double Yellow	10.3	2	horizontal	
1548	Granville Road	40	Double Yellow	16.6	3	horizontal	
1549	Granville Road	40	Drop Kerb	6.4	1	horizontal	
1550	Granville Road	40	Unrestricted	7.5	1	horizontal	
1551	Granville Road	40	Parking Bays	5.8	1	horizontal	
1552	Granville Road	40	Disabled Bays	6.2	1	horizontal	
1553	Granville Road	40	Parking Bays	18.3	3	horizontal	
1554	Granville Road	40	Unrestricted	11.4	2	horizontal	
1555	Granville Road	40	Parking Bays	24.3	4	horizontal	
1556	Granville Road	40	Unrestricted	26.1	5	horizontal	
1557	Granville Road	40	Parking Bays	12.2	2	horizontal	
1558	Granville Road	40	Unrestricted	10.1	2	horizontal	
1559	Granville Road	40	Parking Bays	12.3	2	horizontal	
1560	Granville Road	40	Unrestricted	8.1	1	horizontal	
1561	Granville Road	40	Disabled Bays	12.2	2	horizontal	
1562	Granville Road	40	Unrestricted	3.1	0	horizontal	
1563	Granville Road	40	Disabled Bays	6.2	1	horizontal	
1564	Granville Road	40	Unrestricted	2.4	0	horizontal	
1565	Granville Road	40	Drop Kerb	1.4	0	horizontal	
1566	Granville Road	40	Unrestricted	4.9	0	horizontal	
1567	Granville Road	40	Drop Kerb	4.7	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1568	Granville Road	40	Unrestricted	10.8	2	horizontal	
1569	Granville Road	40	Parking Bays	6.2	1	horizontal	
1570	Granville Road	40	Unrestricted	8.1	1	horizontal	
1571	Granville Road	40	Drop Kerb	4.6	0	horizontal	
1572	Granville Road	40	Parking Bays	24.4	4	horizontal	
1573	Granville Road	40	Unrestricted	15.9	3	horizontal	
1575	Granville Road	40	Unrestricted	6.2	3	vertical	
1577	Granville Road	40	Unrestricted	23.4	4	horizontal	
1578	Granville Road	40	Drop Kerb	1.3	0	horizontal	
1579	Granville Road	40	Unrestricted	9.1	1	horizontal	
1580	Granville Road	40	Parking Bays	12.3	2	horizontal	
1581	Granville Road	40	Unrestricted	2.7	0	horizontal	
1582	Granville Road	40	Disabled Bays	6.2	1	horizontal	
1583	Granville Road	40	Unrestricted	9.5	1	horizontal	
1584	Granville Road	40	Disabled Bays	5.9	1	horizontal	
1585	Granville Road	40	Parking Bays	12.3	2	horizontal	
1586	Granville Road	40	Unrestricted	11.8	2	horizontal	
1587	Granville Road	40	Parking Bays	6.1	1	horizontal	
1588	Granville Road	40	Unrestricted	8.2	1	horizontal	
1589	Granville Road	40	Parking Bays	6.2	1	horizontal	
1590	Granville Road	40	Unrestricted	8.2	1	horizontal	
1591	Granville Road	40	Parking Bays	6.2	1	horizontal	
1592	Granville Road	40	Unrestricted	6.8	1	horizontal	
1593	Granville Road	40	Drop Kerb	1.6	0	horizontal	
1594	Granville Road	40	Unrestricted	1.9	0	horizontal	
1595	Granville Road	40	Parking Bays	6.2	1	horizontal	
1596	Granville Road	40	Unrestricted	5.4	1	horizontal	
1597	Granville Road	40	Parking Bays	6.1	1	horizontal	
1598	Granville Road	40	Unrestricted	9.7	1	horizontal	
1599	Granville Road	40	Parking Bays	30.4	5	horizontal	
1600	Granville Road	40	Unrestricted	5.0	1	horizontal	
1601	Granville Road	40	Drop Kerb	1.4	0	horizontal	
1602	Granville Road	40	Unrestricted	7.9	1	horizontal	
1603	Granville Road	40	Parking Bays	12.3	2	horizontal	
1604	Granville Road	40	Unrestricted	2.1	0	horizontal	
1606	Granville Road	40	Parking Bays	6.1	1	horizontal	
1607	Granville Road	40	Unrestricted	6.0	1	horizontal	
1608	Granville Road	40	Double Yellow	21.2	4	horizontal	
1610	Westfield Road	38	Double Yellow	6.9	1	horizontal	
1611	Westfield Road	38	Unrestricted	27.7	5	horizontal	
1612	Westfield Road	38	Drop Kerb	4.0	0	horizontal	
1613	Westfield Road	38	Unrestricted	14.0	2	horizontal	
1614	Westfield Road	38	Bus Stop	23.3	4	horizontal	
1615	Westfield Road	38	Drop Kerb	8.3	1	horizontal	
1616	Westfield Road	38	Unrestricted	37.9	7	horizontal	
1617	Westfield Road	38	Drop Kerb	3.0	0	horizontal	
1618	Westfield Road	38	Unrestricted	22.0	4	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1619	Westfield Road	38	Drop Kerb	4.3	0	horizontal	
1620	Westfield Road	38	Unrestricted	16.2	3	horizontal	
1621	Westfield Road	38	Drop Kerb	3.4	0	horizontal	
1622	Westfield Road	38	Unrestricted	63.5	12	horizontal	
1623	Westfield Road	38	Drop Kerb	6.0	1	horizontal	
1624	Westfield Road	38	Double Yellow	5.8	1	horizontal	
1625	Westfield Road	38	Drop Kerb	1.7	0	horizontal	
1626	Westfield Road	38	Double Yellow	14.0	2	horizontal	
1628	Loop Road	35	Double Yellow	3.2	0	horizontal	
1629	Loop Road	35	Drop Kerb	2.0	0	horizontal	
1630	Loop Road	35	Double Yellow	2.6	0	horizontal	
1631	Loop Road	35	Drop Kerb	5.0	1	horizontal	
1632	Loop Road	35	Double Yellow	5.8	1	horizontal	
1633	Loop Road	35	Drop Kerb	2.8	0	horizontal	
1634	Loop Road	35	Double Yellow	5.3	1	horizontal	
1635	Loop Road	35	Unrestricted	13.7	2	horizontal	
1636	Loop Road	35	Drop Kerb	6.4	1	horizontal	
1637	Loop Road	35	Unrestricted	8.3	1	horizontal	
1638	Loop Road	35	Drop Kerb	4.4	0	horizontal	
1639	Loop Road	35	Unrestricted	12.9	2	horizontal	
1640	Loop Road	35	Drop Kerb	4.1	0	horizontal	
1641	Loop Road	35	Unrestricted	16.1	3	horizontal	
1643	Loop Road	35	Unrestricted	2.5	0	horizontal	
1644	Loop Road	35	Drop Kerb	7.8	1	horizontal	
1645	Loop Road	35	Unrestricted	8.3	1	horizontal	
1646	Loop Road	35	Drop Kerb	10.7	2	horizontal	
1647	Loop Road	35	Unrestricted	5.3	1	horizontal	
1648	Loop Road	35	Drop Kerb	6.0	1	horizontal	
1649	Loop Road	35	Unrestricted	8.0	1	horizontal	
1650	Loop Road	35	Drop Kerb	10.3	2	horizontal	
1651	Loop Road	35	Unrestricted	8.2	1	horizontal	
1652	Loop Road	35	Drop Kerb	5.8	1	horizontal	
1653	Loop Road	35	Unrestricted	3.3	0	horizontal	
1654	Loop Road	35	Drop Kerb	7.7	1	horizontal	
1655	Loop Road	35	Unrestricted	3.9	0	horizontal	
1656	Loop Road	35	Drop Kerb	6.3	1	horizontal	
1657	Loop Road	35	Unrestricted	2.6	0	horizontal	
1658	Loop Road	35	Drop Kerb	6.3	1	horizontal	
1659	Loop Road	35	Unrestricted	17.6	3	horizontal	
1660	Loop Road	35	Drop Kerb	3.9	0	horizontal	
1661	Loop Road	35	Unrestricted	38.2	7	horizontal	
1662	Loop Road	35	Double Yellow	3.7	0	horizontal	
1664	Kingfield Close	36	Double Yellow	7.2	1	horizontal	
1665	Kingfield Close	36	Unrestricted	5.0	1	horizontal	
1666	Kingfield Close	36	Drop Kerb	6.2	1	horizontal	
1667	Kingfield Close	36	Unrestricted	14.4	2	horizontal	
1669	Kingfield Close	36	Unrestricted	32.4	6	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1670	Kingfield Close	36	Drop Kerb	3.8	0	horizontal	
1671	Kingfield Close	36	Unrestricted	2.0	0	horizontal	
1672	Kingfield Close	36	Unrestricted	7.9	1	horizontal	
1674	Kingfield Close	36	Drop Kerb	5.0	1	horizontal	
1676	Kingfield Close	36	Drop Kerb	5.5	1	horizontal	
1677	Kingfield Close	36	Unrestricted	9.0	1	horizontal	
1678	Kingfield Close	36	Drop Kerb	6.1	1	horizontal	
1679	Kingfield Close	36	Unrestricted	9.7	1	horizontal	
1680	Kingfield Close	36	Drop Kerb	4.8	0	horizontal	
1681	Kingfield Close	36	Unrestricted	6.4	1	horizontal	
1683	Kingfield Close	36	Unrestricted	11.8	2	horizontal	
1685	Kingfield Close	36	Unrestricted	1.4	0	horizontal	
1686	Kingfield Close	36	Drop Kerb	9.9	1	horizontal	
1688	Kingfield Close	36	Unrestricted	6.7	1	horizontal	
1689	Kingfield Close	36	Drop Kerb	4.3	0	horizontal	
1690	Kingfield Close	36	Unrestricted	8.7	1	horizontal	
1692	Kingfield Close	36	Unrestricted	31.6	6	horizontal	
1693	Kingfield Close	36	Double Yellow	8.1	1	horizontal	
1695	Loop Road	35	Double Yellow	7.1	1	horizontal	
1696	Loop Road	35	Drop Kerb	3.6	0	horizontal	
1697	Loop Road	35	Double Yellow	33.0	6	horizontal	
1698	Loop Road	35	Drop Kerb	5.0	1	horizontal	
1699	Loop Road	35	Double Yellow	22.3	4	horizontal	
1700	Loop Road	35	Unrestricted	30.5	6	horizontal	
1701	Loop Road	35	White Lines	11.7	2	horizontal	
1702	Loop Road	35	Double Yellow	1.1	0	horizontal	
2190	Hawthorn Road	48	Narrow	9.8	1	horizontal	Unrestricted
2191	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2192	Hawthorn Road	48	Narrow	16.8	3	horizontal	Unrestricted
2193	Hawthorn Road	48	Narrow	6.4	1	horizontal	Drop Kerb
2194	Hawthorn Road	48	Narrow	16.0	3	horizontal	Unrestricted
2195	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2196	Hawthorn Road	48	Narrow	2.8	0	horizontal	Unrestricted
2197	Hawthorn Road	48	Narrow	10.5	2	horizontal	Drop Kerb
2198	Hawthorn Road	48	Narrow	13.9	2	horizontal	Unrestricted
2199	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2200	Hawthorn Road	48	Narrow	13.2	2	horizontal	Unrestricted
2201	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2202	Hawthorn Road	48	Narrow	4.9	0	horizontal	Unrestricted
2203	Hawthorn Road	48	Narrow	1.6	0	horizontal	Drop Kerb
2204	Hawthorn Road	48	Narrow	10.1	2	horizontal	Unrestricted
2206	Ash Road	52	Drop Kerb	2.7	0	horizontal	
2207	Ash Road	52	Unrestricted	11.4	2	horizontal	
2208	Ash Road	52	Drop Kerb	4.4	0	horizontal	
2209	Ash Road	52	Unrestricted	11.6	2	horizontal	
2210	Ash Road	52	Drop Kerb	4.4	0	horizontal	
2211	Ash Road	52	Unrestricted	10.4	2	horizontal	

ID	street	IS	restriction	length	space	type	Comment
2212	Ash Road	52	Drop Kerb	6.3	1	horizontal	
2213	Ash Road	52	Unrestricted	17.0	3	horizontal	
2214	Ash Road	52	Drop Kerb	4.5	0	horizontal	
2215	Ash Road	52	Unrestricted	9.4	1	horizontal	
2216	Ash Road	52	Drop Kerb	7.3	1	horizontal	
2217	Ash Road	52	Unrestricted	29.1	5	horizontal	
2219	Ash Road	54	Drop Kerb	3.7	0	horizontal	
2220	Ash Road	54	Unrestricted	23.6	4	horizontal	
2221	Ash Road	54	Drop Kerb	7.8	1	horizontal	
2222	Ash Road	54	Unrestricted	20.1	4	horizontal	
2223	Ash Road	54	Drop Kerb	2.5	0	horizontal	
2224	Ash Road	54	Unrestricted	25.4	5	horizontal	
2225	Ash Road	54	Drop Kerb	6.3	1	horizontal	
2226	Ash Road	54	Unrestricted	36.2	7	horizontal	
2228	Ash Close	57	Unrestricted	10.6	2	horizontal	
2229	Ash Close	57	Drop Kerb	9.2	1	horizontal	
2230	Ash Close	57	Unrestricted	22.7	4	horizontal	
2231	Ash Close	57	Drop Kerb	3.7	0	horizontal	
2232	Ash Close	57	Unrestricted	16.7	3	horizontal	
2233	Ash Close	57	Drop Kerb	4.4	0	horizontal	
2234	Ash Close	57	Unrestricted	3.6	0	horizontal	
2235	Ash Close	57	Drop Kerb	4.6	0	horizontal	
2236	Ash Close	57	Unrestricted	2.9	0	horizontal	
2237	Ash Close	57	Parking Bays	5.0	2	vertical	
2239	Ash Close	57	Disabled Bays	2.6	1	vertical	
2240	Ash Close	57	Disabled Bays	2.4	1	vertical	
2241	Ash Close	57	Parking Bays	9.6	4	vertical	
2243	Ash Close	57	Parking Bays	5.0	2	vertical	
2244	Ash Close	57	Narrow	4.0	0	horizontal	Unrestricted
2245	Ash Close	57	Narrow	5.2	1	horizontal	Drop Kerb
2246	Ash Close	57	Narrow	3.0	0	horizontal	Unrestricted
2247	Ash Close	57	Narrow	4.1	0	horizontal	Drop Kerb
2248	Ash Close	57	Narrow	14.8	2	horizontal	Unrestricted
2249	Ash Close	57	Narrow	7.0	1	horizontal	Drop Kerb
2250	Ash Close	57	Narrow	17.0	3	horizontal	Unrestricted
2251	Ash Close	57	Narrow	4.5	0	horizontal	Drop Kerb
2252	Ash Close	57	Narrow	2.8	0	horizontal	Unrestricted
2253	Ash Close	57	Narrow	4.5	0	horizontal	Drop Kerb
2254	Ash Close	57	Narrow	10.5	2	horizontal	Unrestricted
2255	Ash Close	57	Narrow	3.4	0	horizontal	Drop Kerb
2256	Ash Close	57	Narrow	21.7	4	horizontal	Unrestricted
2257	Ash Close	57	Narrow	2.6	0	horizontal	Drop Kerb
2258	Ash Close	57	Narrow	2.7	0	horizontal	Unrestricted
2260	Ash Close	57	Unrestricted	2.6	0	horizontal	
2261	Ash Close	57	Drop Kerb	2.7	0	horizontal	
2262	Ash Close	57	Unrestricted	14.7	2	horizontal	
2264	Ash Close	54	Narrow	16.8	3	horizontal	Unrestricted

ID	street	IS	restriction	length	space	type	Comment
2265	Ash Close	54	Narrow	3.5	0	horizontal	Drop Kerb
2266	Ash Close	54	Narrow	20.2	4	horizontal	Unrestricted
2267	Ash Close	54	Narrow	1.9	0	horizontal	Drop Kerb
2268	Ash Close	54	Narrow	17.4	3	horizontal	Unrestricted
2269	Ash Close	54	Narrow	2.9	0	horizontal	Drop Kerb
2270	Ash Close	54	Narrow	4.7	0	horizontal	Unrestricted
2271	Ash Close	54	Narrow	3.6	0	horizontal	Drop Kerb
2272	Ash Close	54	Narrow	13.5	2	horizontal	Unrestricted
2273	Ash Close	54	Narrow	3.4	0	horizontal	Drop Kerb
2274	Ash Close	54	Narrow	4.3	0	horizontal	Unrestricted
2276	Ash Close	54	Narrow	19.2	3	horizontal	Unrestricted
2277	Ash Close	54	Narrow	3.0	0	horizontal	Drop Kerb
2279	Ash Road	52	Unrestricted	31.8	6	horizontal	
2280	Ash Road	52	Bus Stop	7.6	1	horizontal	
2281	Ash Road	52	Unrestricted	11.4	2	horizontal	
2282	Ash Road	52	Drop Kerb	8.4	1	horizontal	
2283	Ash Road	52	Unrestricted	25.5	5	horizontal	
2285	Ash Road	52	Unrestricted	32.5	6	horizontal	
2286	Ash Road	52	Drop Kerb	5.7	1	horizontal	
2287	Ash Road	52	Unrestricted	11.1	2	horizontal	
2288	Ash Road	52	Drop Kerb	4.7	0	horizontal	
2289	Ash Road	52	Unrestricted	2.7	0	horizontal	
2290	Ash Road	52	Drop Kerb	5.5	1	horizontal	
2291	Ash Road	52	Unrestricted	3.8	0	horizontal	
2292	Ash Road	52	Drop Kerb	7.5	1	horizontal	
2293	Ash Road	52	Unrestricted	14.8	2	horizontal	
2294	Ash Road	52	Drop Kerb	3.6	0	horizontal	
2295	Ash Road	52	Unrestricted	6.4	1	horizontal	
2297	Laburnum Road	50	Unrestricted	18.3	3	horizontal	
2298	Laburnum Road	50	Drop Kerb	8.9	1	horizontal	
2299	Laburnum Road	50	Unrestricted	17.1	3	horizontal	
2300	Laburnum Road	50	Drop Kerb	4.4	0	horizontal	
2301	Laburnum Road	50	Unrestricted	14.9	2	horizontal	
2302	Laburnum Road	50	Drop Kerb	8.2	1	horizontal	
2303	Laburnum Road	50	Unrestricted	12.7	2	horizontal	
2304	Laburnum Road	50	Drop Kerb	3.5	0	horizontal	
2305	Laburnum Road	50	Bus Stop	1.7	0	horizontal	
2306	Laburnum Road	50	Drop Kerb	4.5	0	horizontal	
2307	Laburnum Road	50	Unrestricted	19.5	3	horizontal	
2309	Laburnum Road	50	Drop Kerb	3.5	0	horizontal	
2310	Laburnum Road	50	Unrestricted	4.3	0	horizontal	
2312	Laburnum Road	50	Narrow	3.5	0	horizontal	Unrestricted
2313	Laburnum Road	50	Narrow	3.6	0	horizontal	Drop Kerb
2314	Laburnum Road	50	Narrow	31.3	6	horizontal	Unrestricted
2315	Laburnum Road	50	Narrow	3.4	0	horizontal	Drop Kerb
2316	Laburnum Road	50	Narrow	2.1	0	horizontal	Unrestricted
2317	Laburnum Road	50	Narrow	4.4	0	horizontal	Drop Kerb

ID	street	IS	restriction	length	space	type	Comment
2318	Laburnum Road	50	Narrow	25.2	5	horizontal	Unrestricted
2319	Laburnum Road	50	Narrow	3.7	0	horizontal	Drop Kerb
2320	Laburnum Road	50	Narrow	19.3	3	horizontal	Unrestricted
2322	Laburnum Road	51	Unrestricted	2.5	0	horizontal	
2323	Laburnum Road	51	Drop Kerb	3.3	0	horizontal	
2324	Laburnum Road	51	Unrestricted	9.0	1	horizontal	
2325	Laburnum Road	51	Drop Kerb	4.5	0	horizontal	
2326	Laburnum Road	51	Unrestricted	11.4	2	horizontal	
2328	Laburnum Road	51	Unrestricted	47.5	9	horizontal	
2330	Laburnum Road	51	Unrestricted	10.8	2	horizontal	
2331	Laburnum Road	51	Drop Kerb	4.0	0	horizontal	
2332	Laburnum Road	51	Unrestricted	14.3	2	horizontal	
2334	Laburnum Road	51	Narrow	24.0	4	horizontal	Unrestricted
2336	Laburnum Road	51	Narrow	4.0	0	horizontal	Unrestricted
2337	Laburnum Road	51	Parking Bays	38.2	15	vertical	
2338	Laburnum Road	51	Narrow	4.3	0	horizontal	Unrestricted
2340	Laburnum Road	51	Narrow	24.4	4	horizontal	Unrestricted
2342	Laburnum Road	50	Unrestricted	45.4	9	horizontal	
2345	Laburnum Road	50	Narrow	19.3	3	horizontal	Unrestricted
2346	Laburnum Road	50	Narrow	4.8	0	horizontal	Drop Kerb
2347	Laburnum Road	50	Narrow	10.0	2	horizontal	Unrestricted
2348	Laburnum Road	50	Narrow	9.0	1	horizontal	Drop Kerb
2349	Laburnum Road	50	Narrow	11.3	2	horizontal	Unrestricted
2350	Laburnum Road	50	Narrow	4.4	0	horizontal	Drop Kerb
2351	Laburnum Road	50	Narrow	11.7	2	horizontal	Unrestricted
2352	Laburnum Road	50	Narrow	4.3	0	horizontal	Drop Kerb
2353	Laburnum Road	50	Narrow	17.0	3	horizontal	Unrestricted
2355	Laburnum Road	50	Unrestricted	14.3	2	horizontal	
2356	Laburnum Road	50	Drop Kerb	4.6	0	horizontal	
2357	Laburnum Road	50	Unrestricted	10.6	2	horizontal	
2358	Laburnum Road	50	Drop Kerb	4.7	0	horizontal	
2359	Laburnum Road	50	Unrestricted	15.2	3	horizontal	
2360	Laburnum Road	50	Drop Kerb	6.2	1	horizontal	
2361	Laburnum Road	50	Unrestricted	22.2	4	horizontal	
2362	Laburnum Road	50	Drop Kerb	3.4	0	horizontal	
2363	Laburnum Road	50	Unrestricted	17.1	3	horizontal	
2364	Laburnum Road	50	Drop Kerb	4.3	0	horizontal	
2365	Laburnum Road	50	Unrestricted	24.8	4	horizontal	
2367	Ash Road	52	Narrow	6.2	1	horizontal	Unrestricted
2368	Ash Road	52	Narrow	3.6	0	horizontal	Drop Kerb
2369	Ash Road	52	Narrow	17.5	3	horizontal	Unrestricted
2370	Ash Road	52	Narrow	4.5	0	horizontal	Drop Kerb
2371	Ash Road	52	Narrow	13.1	2	horizontal	Unrestricted
2372	Ash Road	52	Narrow	6.4	1	horizontal	Drop Kerb
2373	Ash Road	52	Narrow	7.0	1	horizontal	Unrestricted
2374	Ash Road	52	Narrow	9.3	1	horizontal	Drop Kerb
2375	Ash Road	52	Narrow	9.6	1	horizontal	Unrestricted

ID	street	IS	restriction	length	space	type	Comment
2376	Ash Road	52	Narrow	4.0	0	horizontal	Drop Kerb
2377	Ash Road	52	Narrow	13.4	2	horizontal	Unrestricted
2379	Ash Road	53	Narrow	20.0	4	horizontal	Unrestricted
2380	Ash Road	53	Narrow	6.3	1	horizontal	Drop Kerb
2381	Ash Road	53	Narrow	13.4	2	horizontal	Unrestricted
2382	Ash Road	53	Narrow	4.5	0	horizontal	Drop Kerb
2384	Ash Road	53	Narrow	10.2	2	horizontal	Unrestricted
2385	Ash Road	53	Narrow	2.9	0	horizontal	Drop Kerb
2386	Ash Road	53	Narrow	83.9	16	horizontal	Unrestricted
2388	Ash Road	53	Narrow	3.9	0	horizontal	Unrestricted
2389	Ash Road	53	Narrow	4.4	0	horizontal	Drop Kerb
2390	Ash Road	53	Narrow	13.2	2	horizontal	Unrestricted
2392	Ash Road	53	Unrestricted	21.1	4	horizontal	
2394	Ash Road	53	Unrestricted	10.7	2	horizontal	
2395	Ash Road	53	Parking Bays	12.7	5	vertical	
2396	Ash Road	53	Disabled Bays	2.5	1	vertical	
2397	Ash Road	53	Parking Bays	57.2	22	vertical	
2398	Ash Road	53	Unrestricted	7.6	1	horizontal	
2400	Ash Road	53	Unrestricted	40.7	8	horizontal	
2402	Ash Road	52	Narrow	87.6	17	horizontal	Unrestricted
2403	Ash Road	52	Narrow	18.0	3	horizontal	Unrestricted
2404	Ash Road	52	Narrow	7.9	1	horizontal	Drop Kerb
2405	Ash Road	52	Narrow	6.1	1	horizontal	Unrestricted
2407	Ash Road	52	Narrow	4.5	0	horizontal	Drop Kerb
2408	Ash Road	52	Narrow	14.0	2	horizontal	Unrestricted
2409	Ash Road	52	Narrow	8.5	1	horizontal	Drop Kerb
2410	Ash Road	52	Narrow	25.6	5	horizontal	Unrestricted
2411	Ash Road	52	Narrow	4.4	0	horizontal	Drop Kerb
2412	Ash Road	52	Narrow	11.7	2	horizontal	Unrestricted
2413	Ash Road	52	Narrow	1.8	0	horizontal	Drop Kerb
2414	Ash Road	52	Narrow	4.4	0	horizontal	Unrestricted
2416	Hawthorn Road	48	Narrow	6.9	1	horizontal	Unrestricted
2417	Hawthorn Road	48	Narrow	1.6	0	horizontal	Drop Kerb
2418	Hawthorn Road	48	Narrow	10.9	2	horizontal	Unrestricted
2419	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2420	Hawthorn Road	48	Narrow	6.7	1	horizontal	Unrestricted
2421	Hawthorn Road	48	Narrow	24.9	4	horizontal	Drop Kerb
2422	Hawthorn Road	48	Narrow	4.8	0	horizontal	Unrestricted
2423	Hawthorn Road	48	Narrow	10.1	2	horizontal	Drop Kerb
2425	Hawthorn Road	48	Narrow	15.9	3	horizontal	Unrestricted
2426	Hawthorn Road	48	Narrow	5.1	1	horizontal	Drop Kerb
2427	Hawthorn Road	48	Narrow	5.0	1	horizontal	Unrestricted
2428	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2429	Hawthorn Road	48	Narrow	12.6	2	horizontal	Unrestricted
2430	Hawthorn Road	48	Narrow	7.0	1	horizontal	Drop Kerb
2431	Hawthorn Road	48	Narrow	12.0	2	horizontal	Unrestricted
2432	Hawthorn Road	48	Narrow	8.3	1	horizontal	Drop Kerb

ID	street	IS	restriction	length	space	type	Comment
2433	Hawthorn Road	48	Narrow	7.4	1	horizontal	Unrestricted
2434	Hawthorn Road	48	Narrow	9.2	1	horizontal	Drop Kerb
2435	Hawthorn Road	48	Narrow	10.3	2	horizontal	Unrestricted
2436	Hawthorn Road	48	Narrow	7.2	1	horizontal	Drop Kerb
2437	Hawthorn Road	48	Narrow	13.5	2	horizontal	Unrestricted
2439	Hawthorn Road	49	Narrow	17.9	3	horizontal	Unrestricted
2440	Hawthorn Road	49	Narrow	4.8	0	horizontal	Drop Kerb
2442	Hawthorn Road	49	Narrow	17.5	3	horizontal	Unrestricted
2443	Hawthorn Road	49	Narrow	4.7	0	horizontal	Drop Kerb
2444	Hawthorn Road	49	Narrow	26.9	5	horizontal	Unrestricted
2446	Hawthorn Road	49	Narrow	4.7	0	horizontal	Drop Kerb
2447	Hawthorn Road	49	Narrow	20.8	4	horizontal	Unrestricted
2449	Hawthorn Road	49	Narrow	21.7	4	horizontal	Unrestricted
2451	Hawthorn Road	49	Narrow	7.2	1	horizontal	Unrestricted
2452	Hawthorn Road	49	Narrow	28.4	11	vertical	Parking Bays
2453	Hawthorn Road	49	Narrow	6.7	1	horizontal	Unrestricted
2455	Hawthorn Road	49	Narrow	20.7	4	horizontal	Unrestricted
2457	Hawthorn Road	48	Narrow	35.8	7	horizontal	Unrestricted
2459	Hawthorn Road	48	Narrow	19.3	3	horizontal	Unrestricted
2460	Hawthorn Road	48	Narrow	7.9	1	horizontal	Drop Kerb
2461	Hawthorn Road	48	Narrow	12.3	2	horizontal	Unrestricted
2462	Hawthorn Road	48	Narrow	4.2	0	horizontal	Drop Kerb
2463	Hawthorn Road	48	Narrow	4.9	0	horizontal	Unrestricted
2464	Hawthorn Road	48	Narrow	7.1	1	horizontal	Drop Kerb
2465	Hawthorn Road	48	Narrow	12.2	2	horizontal	Unrestricted
2466	Hawthorn Road	48	Narrow	4.7	0	horizontal	Drop Kerb
2467	Hawthorn Road	48	Narrow	20.3	4	horizontal	Unrestricted
2469	Hawthorn Road	48	Unrestricted	16.0	3	horizontal	
2470	Hawthorn Road	48	Drop Kerb	8.1	1	horizontal	
2471	Hawthorn Road	48	Unrestricted	4.1	0	horizontal	
2472	Hawthorn Road	48	Drop Kerb	4.7	0	horizontal	
2473	Hawthorn Road	48	Unrestricted	3.6	0	horizontal	
2474	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2475	Hawthorn Road	48	Unrestricted	4.0	0	horizontal	
2476	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2477	Hawthorn Road	48	Unrestricted	5.6	1	horizontal	
2478	Hawthorn Road	48	Drop Kerb	5.0	1	horizontal	
2479	Hawthorn Road	48	Unrestricted	10.7	2	horizontal	
2480	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2481	Hawthorn Road	48	Unrestricted	10.1	2	horizontal	
2482	Hawthorn Road	48	Parking Bays	5.1	2	vertical	
2483	Hawthorn Road	48	Unrestricted	18.0	3	horizontal	
2484	Hawthorn Road	48	Parking Bays	10.0	4	vertical	
2485	Hawthorn Road	48	Unrestricted	31.6	6	horizontal	
2486	Hawthorn Road	48	Drop Kerb	1.1	0	horizontal	
2487	Hawthorn Road	48	Drop Kerb	3.5	0	horizontal	
2488	Hawthorn Road	48	Double Yellow	1.8	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
2489	Hawthorn Road	48	Drop Kerb	5.5	1	horizontal	
2490	Hawthorn Road	48	Double Yellow	12.4	2	horizontal	
2491	Hawthorn Road	48	Drop Kerb	5.6	1	horizontal	
2492	Hawthorn Road	48	Double Yellow	3.5	0	horizontal	
2493	Hawthorn Road	48	Unrestricted	11.2	2	horizontal	
2494	Hawthorn Road	48	Drop Kerb	4.7	0	horizontal	
2495	Hawthorn Road	48	Unrestricted	52.4	10	horizontal	
2496	Hawthorn Road	48	Disabled Bays	6.8	1	horizontal	
2497	Hawthorn Road	48	Unrestricted	1.7	0	horizontal	
2498	Hawthorn Road	48	Drop Kerb	6.5	1	horizontal	
2499	Hawthorn Road	48	Unrestricted	14.8	2	horizontal	
2500	Hawthorn Road	48	Drop Kerb	8.3	1	horizontal	
2501	Hawthorn Road	48	Unrestricted	18.0	3	horizontal	
2502	Hawthorn Road	48	Disabled Bays	6.0	1	horizontal	
2503	Hawthorn Road	48	Unrestricted	19.2	3	horizontal	
2504	Hawthorn Road	48	Drop Kerb	4.0	0	horizontal	
2505	Hawthorn Road	48	Unrestricted	14.0	2	horizontal	
2507	Willow Way	55	Narrow	163.2	32	horizontal	Unrestricted
2508	Willow Way	55	Narrow	4.3	0	horizontal	Drop Kerb
2509	Willow Way	55	Narrow	25.4	5	horizontal	Unrestricted
2510	Willow Way	55	Narrow	4.7	0	horizontal	Drop Kerb
2511	Willow Way	55	Narrow	38.0	7	horizontal	Unrestricted
2512	Willow Way	55	Narrow	4.6	0	horizontal	Drop Kerb
2513	Willow Way	55	Narrow	60.4	12	horizontal	Unrestricted
2514	Willow Way	55	Narrow	4.7	0	horizontal	Drop Kerb
2515	Willow Way	55	Narrow	6.4	1	horizontal	Unrestricted
2516	Willow Way	55	Narrow	4.4	0	horizontal	Drop Kerb
2517	Willow Way	55	Narrow	28.4	5	horizontal	Unrestricted
2518	Willow Way	55	Narrow	5.8	1	horizontal	Disabled Bays
2519	Willow Way	55	Narrow	10.5	2	horizontal	Unrestricted
2520	Willow Way	55	Narrow	4.6	0	horizontal	Drop Kerb
2521	Willow Way	55	Narrow	2.0	0	horizontal	White Lines
2522	Willow Way	55	Narrow	8.1	1	horizontal	Drop Kerb
2523	Willow Way	55	Narrow	61.7	12	horizontal	Unrestricted
2524	Willow Way	55	Narrow	3.6	0	horizontal	Drop Kerb
2525	Willow Way	55	Narrow	16.2	3	horizontal	Unrestricted
2526	Willow Way	55	Narrow	7.5	1	horizontal	Drop Kerb
2527	Willow Way	55	Narrow	21.4	4	horizontal	Unrestricted
2528	Willow Way	55	Drop Kerb	5.1	1	horizontal	
2529	Willow Way	55	Unrestricted	9.6	1	horizontal	
2531	Willow Way	55	Unrestricted	2.5	0	horizontal	
2533	Hawthorn Close	56	Unrestricted	52.1	10	horizontal	
2534	Hawthorn Close	56	Drop Kerb	4.6	0	horizontal	
2535	Hawthorn Close	56	Unrestricted	46.2	9	horizontal	
2536	Hawthorn Close	56	Drop Kerb	4.8	0	horizontal	
2537	Hawthorn Close	56	Unrestricted	21.2	4	horizontal	
2538	Hawthorn Close	56	Drop Kerb	6.6	1	horizontal	

ID	street	IS	restriction	length	space	type	Comment
2539	Hawthorn Close	56	Unrestricted	20.2	4	horizontal	
2540	Hawthorn Close	56	Drop Kerb	5.9	1	horizontal	
2541	Hawthorn Close	56	Unrestricted	9.8	1	horizontal	
2542	Hawthorn Close	56	Drop Kerb	5.3	1	horizontal	
2544	Hawthorn Close	56	Unrestricted	1.6	0	horizontal	
2545	Hawthorn Close	56	Drop Kerb	4.8	0	horizontal	
2547	Hawthorn Close	56	Unrestricted	12.8	2	horizontal	
2549	Hawthorn Close	56	Unrestricted	6.4	1	horizontal	
2551	Hawthorn Close	56	Unrestricted	15.1	3	horizontal	
2552	Hawthorn Close	56	Drop Kerb	10.3	2	horizontal	
2553	Hawthorn Close	56	Unrestricted	17.6	3	horizontal	
2554	Hawthorn Close	56	Drop Kerb	4.6	0	horizontal	
2555	Hawthorn Close	56	Unrestricted	97.0	19	horizontal	
2556	Hawthorn Close	56	Drop Kerb	2.7	0	horizontal	
2557	Hawthorn Close	56	Unrestricted	30.6	6	horizontal	
2559	Willow Way	55	Unrestricted	5.4	1	horizontal	
2560	Willow Way	55	Drop Kerb	2.0	0	horizontal	
2561	Willow Way	55	Unrestricted	42.2	8	horizontal	
2562	Willow Way	55	Parking Bays	16.7	6	vertical	
2563	Willow Way	55	Unrestricted	138.7	27	horizontal	
2564	Willow Way	55	Parking Bays	29.1	11	vertical	
2565	Willow Way	55	Unrestricted	90.7	18	horizontal	
2566	Willow Way	55	Drop Kerb	1.9	0	horizontal	
2567	Willow Way	55	Unrestricted	2.3	0	horizontal	
2568	Willow Way	55	Parking Bays	30.2	12	vertical	
2569	Willow Way	55	Unrestricted	45.2	9	horizontal	
2570	Willow Way	55	Parking Bays	19.4	7	vertical	
2571	Willow Way	55	Unrestricted	3.2	0	horizontal	
2572	Willow Way	55	Parking Bays	29.2	11	vertical	
2573	Willow Way	55	Unrestricted	19.4	3	horizontal	
2574	Willow Way	55	Drop Kerb	5.5	1	horizontal	
2575	Willow Way	55	Unrestricted	1.9	0	horizontal	
2576	Willow Way	55	Drop Kerb	4.6	0	horizontal	
2577	Willow Way	55	Unrestricted	1.0	0	horizontal	
2579	Hawthorn Road	48	Narrow	3.6	0	horizontal	Unrestricted
2580	Hawthorn Road	48	Narrow	4.6	0	horizontal	Drop Kerb
2581	Hawthorn Road	48	Narrow	3.7	0	horizontal	Unrestricted
2582	Hawthorn Road	48	Narrow	4.6	0	horizontal	Drop Kerb
2583	Hawthorn Road	48	Narrow	14.7	2	horizontal	Unrestricted
2584	Hawthorn Road	48	Narrow	4.7	0	horizontal	Drop Kerb
2585	Hawthorn Road	48	Narrow	61.7	12	horizontal	Unrestricted
2586	Hawthorn Road	48	Narrow	11.5	2	horizontal	Drop Kerb
2587	Hawthorn Road	48	Narrow	9.7	1	horizontal	Unrestricted
2588	Hawthorn Road	48	Narrow	4.2	0	horizontal	Drop Kerb
2589	Hawthorn Road	48	Narrow	64.0	12	horizontal	Unrestricted
2590	Hawthorn Road	48	Narrow	11.0	2	horizontal	Double Yellow
2592	Hawthorn Road	48	Narrow	10.2	2	horizontal	Double Yellow

ID	street	IS	restriction	length	space	type	Comment
2593	Hawthorn Road	48	Narrow	2.8	0	horizontal	Unrestricted
2594	Hawthorn Road	48	Narrow	5.6	1	horizontal	Drop Kerb
2595	Hawthorn Road	48	Narrow	15.8	3	horizontal	Unrestricted
2596	Hawthorn Road	48	Narrow	6.8	1	horizontal	Drop Kerb
2597	Hawthorn Road	48	Narrow	14.9	2	horizontal	Unrestricted
2599	Hawthorn Road	48	Narrow	14.4	2	horizontal	Unrestricted
2600	Hawthorn Road	48	Narrow	4.7	0	horizontal	Drop Kerb
2601	Hawthorn Road	48	Narrow	17.8	3	horizontal	Unrestricted
2602	Hawthorn Road	48	Narrow	4.3	0	horizontal	Drop Kerb
2603	Hawthorn Road	48	Narrow	14.3	2	horizontal	Unrestricted
2604	Hawthorn Road	48	Narrow	4.4	0	horizontal	Drop Kerb
2605	Hawthorn Road	48	Narrow	15.2	3	horizontal	Unrestricted
2606	Hawthorn Road	48	Narrow	7.2	1	horizontal	Drop Kerb
2607	Hawthorn Road	48	Narrow	4.8	0	horizontal	Unrestricted
2608	Hawthorn Road	48	Drop Kerb	3.5	0	horizontal	
2609	Hawthorn Road	48	Unrestricted	2.9	0	horizontal	
2610	Hawthorn Road	48	Drop Kerb	5.0	1	horizontal	
2611	Hawthorn Road	48	Unrestricted	4.2	0	horizontal	
2612	Hawthorn Road	48	Drop Kerb	3.6	0	horizontal	
2613	Hawthorn Road	48	Unrestricted	3.9	0	horizontal	
2614	Hawthorn Road	48	Drop Kerb	4.3	0	horizontal	
2615	Hawthorn Road	48	Unrestricted	10.5	2	horizontal	
2616	Hawthorn Road	48	Drop Kerb	8.2	1	horizontal	
2617	Hawthorn Road	48	Unrestricted	16.8	3	horizontal	
2618	Hawthorn Road	48	Drop Kerb	4.5	0	horizontal	
2619	Hawthorn Road	48	Unrestricted	10.5	2	horizontal	
2620	Hawthorn Road	48	Drop Kerb	7.3	1	horizontal	
2621	Hawthorn Road	48	Unrestricted	7.8	1	horizontal	
2622	Hawthorn Road	48	Drop Kerb	7.3	1	horizontal	
2623	Hawthorn Road	48	Unrestricted	13.5	2	horizontal	
2624	Hawthorn Road	48	Drop Kerb	8.0	1	horizontal	
2625	Hawthorn Road	48	Unrestricted	24.9	4	horizontal	
2627	Hawthorn Road	48	Unrestricted	25.3	5	horizontal	
2628	Hawthorn Road	48	Drop Kerb	9.1	1	horizontal	
2629	Hawthorn Road	48	Unrestricted	12.2	2	horizontal	
2630	Hawthorn Road	48	Drop Kerb	5.4	1	horizontal	
2631	Hawthorn Road	48	Unrestricted	2.3	0	horizontal	
2632	Hawthorn Road	48	Drop Kerb	4.2	0	horizontal	
2633	Hawthorn Road	48	Unrestricted	3.0	0	horizontal	
2634	Hawthorn Road	48	Drop Kerb	4.2	0	horizontal	
2635	Hawthorn Road	48	Unrestricted	16.3	3	horizontal	
2636	Hawthorn Road	48	Drop Kerb	8.4	1	horizontal	
2637	Hawthorn Road	48	Unrestricted	21.5	4	horizontal	
2638	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2639	Hawthorn Road	48	Unrestricted	42.5	8	horizontal	
2640	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2641	Hawthorn Road	48	Unrestricted	1.9	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
2642	Hawthorn Road	48	Drop Kerb	5.6	1	horizontal	
2643	Hawthorn Road	48	Unrestricted	15.7	3	horizontal	
2644	Hawthorn Road	48	Drop Kerb	6.2	1	horizontal	
2645	Hawthorn Road	48	Unrestricted	19.0	3	horizontal	
2646	Hawthorn Road	48	Drop Kerb	3.6	0	horizontal	
2647	Hawthorn Road	48	Unrestricted	25.3	5	horizontal	
2648	Hawthorn Road	48	Drop Kerb	3.5	0	horizontal	
2649	Hawthorn Road	48	Unrestricted	36.3	7	horizontal	
2650	Hawthorn Road	48	Drop Kerb	9.1	1	horizontal	
2651	Hawthorn Road	48	Unrestricted	13.2	2	horizontal	
2652	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2653	Hawthorn Road	48	Unrestricted	5.8	1	horizontal	
2654	Hawthorn Road	48	Drop Kerb	9.1	1	horizontal	
2655	Hawthorn Road	48	Unrestricted	7.7	1	horizontal	
2656	Hawthorn Road	48	Drop Kerb	4.4	0	horizontal	
2657	Hawthorn Road	48	Unrestricted	11.8	2	horizontal	
2658	Hawthorn Road	48	Drop Kerb	4.7	0	horizontal	
2659	Hawthorn Road	48	Unrestricted	2.8	0	horizontal	
2660	Hawthorn Road	48	Drop Kerb	4.6	0	horizontal	
2661	Hawthorn Road	48	Unrestricted	2.9	0	horizontal	
24923					4515		



Street: **Study Area Results**

Restriction	Vehicles Parked (vol)												Aug-2019 Capacity	
	Day		Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed		Wed
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00		
White Lines	2	2	2	2	1	1	0	0	0	0	0	0	14	
Unrestricted	540	603	593	520	382	391	367	357	352	358	392	406	1244	
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	41	
Drop Kerb	10	9	11	11	4	4	3	6	3	4	5	4	407	
Single Yellow	75	90	100	95	48	27	7	8	9	14	13	13	151	
Voucher Parking	80	85	86	84	82	72	58	63	63	65	66	66	96	
Narrow	120	118	114	118	104	93	73	88	87	98	110	114	1027	
Double Yellow	7	13	13	15	3	3	2	1	1	1	0	1	671	
Zig Zag Lines	0	0	0	0	0	0	0	0	0	0	0	0	31	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	418	450	450	451	106	29	404	365	204	113	36	22	478	
Disabled Bays	10	19	15	15	10	9	24	25	20	11	9	9	35	
Authorised	5	6	4	8	2	1	21	18	19	10	2	2	30	
Parking Bays	119	124	124	125	123	117	114	117	114	109	110	113	161	
Coaching Parking	0	0	0	0	0	0	0	0	0	0	0	0	4	
Long Stay	83	90	88	88	11	4	71	65	21	11	0	0	90	
Motor Cycles Only Bay	0	0	1	0	0	0	11	11	9	3	0	0	28	
Resident Permit Holders Only	1	3	3	3	2	4	5	2	3	4	3	5	7	
All	1470	1612	1604	1535	878	755	1160	1126	905	801	746	755	4508	

Restriction	Occupancy (%)												Aug-2019 Capacity	
	Day		Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed		Wed
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00		
White Lines	14%	14%	14%	14%	7%	7%	0%	0%	0%	0%	0%	0%	14	
Unrestricted	48%	53%	53%	50%	42%	44%	29%	29%	28%	29%	32%	33%	1244	
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	41	
Drop Kerb	2%	2%	3%	3%	1%	1%	1%	1%	1%	1%	1%	1%	407	
Single Yellow	50%	60%	66%	63%	32%	18%	5%	5%	6%	9%	9%	9%	151	
Voucher Parking	83%	89%	90%	88%	85%	75%	60%	66%	66%	68%	69%	69%	96	
Narrow	20%	21%	22%	24%	23%	22%	7%	9%	8%	10%	11%	11%	1027	
Double Yellow	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	671	
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	87%	94%	94%	94%	22%	6%	85%	76%	43%	24%	8%	5%	478	
Disabled Bays	29%	54%	43%	43%	29%	26%	69%	71%	57%	31%	26%	26%	35	
Authorised	17%	20%	13%	27%	7%	3%	70%	60%	63%	33%	7%	7%	30	
Parking Bays	74%	77%	77%	78%	76%	73%	71%	73%	71%	68%	68%	70%	161	
Coaching Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4	
Long Stay	92%	100%	98%	98%	12%	4%	79%	72%	23%	12%	0%	0%	90	
Motor Cycles Only Bay	0%	0%	4%	0%	0%	0%	39%	39%	32%	11%	0%	0%	28	
Resident Permit Holders Only	14%	43%	43%	43%	29%	57%	71%	29%	43%	57%	43%	71%	7	
All	33%	36%	36%	34%	19%	17%	26%	25%	20%	18%	17%	17%	4515	

Street: **Wych Hill Lane**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	0	0	0	0	0	0	0	0	0	0	0	0	12
Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	47
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	7
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	13
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	106
Zig Zag Lines	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0	0	0	0	0	0	0	0	0	0	0	0	186

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12
Unrestricted	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	106
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	186

Street: **Guildford Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	74
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	15
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	8
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0	0	0	0	0	0	0	0	0	0	0	0	100

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	74
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100

Street: **Midhope Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	9
Single Yellow	2	8	16	19	21	7	3	4	5	6	6	6	36
Voucher Parking	34	37	38	36	38	28	21	24	24	25	26	26	38
Narrow	0	0	0	0	0	0	0	0	0	0	0	0	1
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	36	45	54	55	59	35	24	28	29	31	32	32	84

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9
Single Yellow	6%	22%	44%	53%	58%	19%	8%	11%	14%	17%	17%	17%	36
Voucher Parking	89%	97%	100%	95%	100%	74%	55%	63%	63%	66%	68%	68%	38
Narrow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	43%	54%	64%	65%	70%	42%	29%	33%	35%	37%	38%	38%	84

Street: **Midhope Gardens**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	1	1	1	1	1	2	0	0	0	0	0	0	3
Voucher Parking	5	5	5	5	5	5	6	6	6	6	6	6	7
Narrow	0	0	0	0	0	0	1	0	0	0	0	0	10
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	6	6	6	6	6	7	7	6	6	6	6	6	20

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	33%	33%	33%	33%	33%	67%	0%	0%	0%	0%	0%	0%	3
Voucher Parking	71%	71%	71%	71%	71%	71%	86%	86%	86%	86%	86%	86%	7
Narrow	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	10
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	30%	30%	30%	30%	30%	35%	35%	30%	30%	30%	30%	30%	20

Street: **Hanover Court**

Day	Vehicles Parked (vol)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Yellow	0	0	0	0	0	0	0	0	0	0	0	0	3
Voucher Parking	1	3	3	3	3	3	5	5	5	5	5	5	9
Narrow	0	0	0	0	0	0	0	0	0	0	0	0	9
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	1	3	3	3	3	3	5	5	5	5	5	5	22

Day	Occupancy (%)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Voucher Parking	11%	33%	33%	33%	33%	33%	56%	56%	56%	56%	56%	56%	9
Narrow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	5%	14%	14%	14%	14%	14%	23%	23%	23%	23%	23%	23%	22

Street: **Midhope Close**

Day	Vehicles Parked (vol)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	2
Single Yellow	1	1	1	2	2	1	1	1	1	1	1	1	3
Voucher Parking	5	5	5	4	3	4	4	4	4	4	4	4	5
Narrow	0	0	0	2	2	2	0	0	0	0	0	0	13
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	6	6	6	8	7	7	5	5	5	5	5	5	23

Day	Occupancy (%)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Single Yellow	33%	33%	33%	67%	67%	33%	33%	33%	33%	33%	33%	33%	3
Voucher Parking	100%	100%	100%	80%	60%	80%	80%	80%	80%	80%	80%	80%	5
Narrow	0%	0%	0%	15%	15%	15%	0%	0%	0%	0%	0%	0%	13
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	26%	26%	26%	35%	30%	30%	22%	22%	22%	22%	22%	22%	23

Street: **Claremont Avenue**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	1	1	1	21
Single Yellow	19	23	24	23	17	13	2	2	2	3	3	3	35
Voucher Parking	12	13	13	13	11	11	4	6	6	6	6	6	14
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	1	1	1	0	0	0	0	0	0	8
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	31	36	37	37	29	25	6	8	8	10	10	10	81

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	5%	21
Single Yellow	54%	66%	69%	66%	49%	37%	6%	6%	6%	9%	9%	9%	35
Voucher Parking	86%	93%	93%	93%	79%	79%	29%	43%	43%	43%	43%	43%	14
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	13%	13%	13%	0%	0%	0%	0%	0%	0%	8
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	38%	44%	46%	46%	36%	31%	7%	10%	10%	12%	12%	12%	81

Street: **Davos Close**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	3
Single Yellow	4	5	6	6	3	3	1	1	1	3	3	3	22
Voucher Parking	23	22	22	23	22	21	18	18	18	19	19	19	23
Narrow	0	0	0	0	0	0	0	0	0	0	0	0	12
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	27	27	28	29	25	24	19	19	19	22	22	22	60

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	18%	23%	27%	27%	14%	14%	5%	5%	5%	14%	14%	14%	22
Voucher Parking	100%	96%	96%	100%	96%	91%	78%	78%	78%	83%	83%	83%	23
Narrow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	45%	45%	47%	48%	42%	40%	32%	32%	32%	37%	37%	37%	60

Street: **Turnoak Avenue**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0	0	0	0	0	0	0	0	0	0	0	0	2

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2

Street: **Turnoak Lane**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	38
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0	0	0	0	0	0	0	1	0	0	0	0	28
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0	0	0	0	0	0	0	1	0	0	0	0	66

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	28
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	66

Street: **Kingfield Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	17	19	21	24	19	26	27	22	21	21	17	19	52
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	14
Drop Kerb	0	0	0	0	0	0	0	0	0	0	1	0	39
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	107
Zig Zag Lines	0	0	0	0	0	0	0	0	0	0	0	0	20
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	2	2	2	2	1	2	0	0	0	0	0	0	3
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	19	21	23	26	20	28	27	22	21	21	18	19	235

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	33%	37%	40%	46%	37%	50%	52%	42%	40%	40%	33%	37%	52
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	39
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	107
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	67%	67%	67%	67%	33%	67%	0%	0%	0%	0%	0%	0%	3
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	8%	9%	10%	11%	9%	12%	11%	9%	9%	9%	8%	8%	235

Street: **Woking Park**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0	0	0	0	0	0	2	0	0	0	0	0	123
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	144
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	10	14	14	14	2	0	14	12	11	5	0	0	14
Disabled Bays	1	2	2	3	0	0	3	3	3	2	0	0	4
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	5	9	9	8	5	0	4	3	2	0	0	0	18
Coaching Parking	0	0	0	0	0	0	0	0	0	0	0	0	4
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	16	25	25	25	7	0	23	18	16	7	0	0	307

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	123
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	144
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	71%	100%	100%	100%	14%	0%	100%	86%	79%	36%	0%	0%	14
Disabled Bays	25%	50%	50%	75%	0%	0%	75%	75%	75%	50%	0%	0%	4
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	28%	50%	50%	44%	28%	0%	22%	17%	11%	0%	0%	0%	18
Coaching Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	5%	8%	8%	8%	2%	0%	7%	6%	5%	2%	0%	0%	307

Street: Car Park - 1

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	35	36	34	34	14	0	34	31	24	13	3	2	40
Disabled Bays	0	0	1	0	0	0	2	2	1	0	0	0	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	35	36	35	34	14	0	36	33	25	13	3	2	42

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	88%	90%	85%	85%	35%	0%	85%	78%	60%	33%	8%	5%	40
Disabled Bays	0%	0%	50%	0%	0%	0%	100%	100%	50%	0%	0%	0%	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	83%	86%	83%	81%	33%	0%	86%	79%	60%	31%	7%	5%	42

Street: Car Park - 2

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	75	89	89	88	32	12	76	72	39	31	19	10	89
Disabled Bays	0	8	3	3	1	0	10	11	7	0	0	0	16
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	75	97	92	91	33	12	86	83	46	31	19	10	105

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	84%	100%	100%	99%	36%	13%	85%	81%	44%	35%	21%	11%	89
Disabled Bays	0%	50%	19%	19%	6%	0%	63%	69%	44%	0%	0%	0%	16
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	71%	92%	88%	87%	31%	11%	82%	79%	44%	30%	18%	10%	105

Street: **Car Park - 3**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	200	210	212	214	42	15	191	169	97	47	14	10	234
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	5	6	4	8	2	1	21	18	19	10	2	2	30
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	205	216	216	222	44	16	212	187	116	57	16	12	264

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	85%	90%	91%	91%	18%	6%	82%	72%	41%	20%	6%	4%	234
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	17%	20%	13%	27%	7%	3%	70%	60%	63%	33%	7%	7%	30
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	78%	82%	82%	84%	17%	6%	80%	71%	44%	22%	6%	5%	264

Street: **Car Park - 4**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	98	101	101	101	16	2	89	81	33	17	0	0	101
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	83	90	88	88	11	4	71	65	21	11	0	0	90
Motor Cycles Only Bay	0	0	1	0	0	0	11	11	9	3	0	0	28
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	181	191	190	189	27	6	171	157	63	31	0	0	219

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	97%	100%	100%	100%	16%	2%	88%	80%	33%	17%	0%	0%	101
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	92%	100%	98%	98%	12%	4%	79%	72%	23%	12%	0%	0%	90
Motor Cycles Only Bay	0%	0%	4%	0%	0%	0%	39%	39%	32%	11%	0%	0%	28
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	83%	87%	87%	86%	12%	3%	78%	72%	29%	14%	0%	0%	219

Street: **Elmbridge Lane**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	12	12	13	13	13	13	4	3	2	2	4	4	12
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	1	0	0	0	0	0	0	0	0	0	0	0	25
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	7	9	9	6	5	5	1	3	5	3	6	6	64
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	32
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	20	21	22	19	18	18	5	6	7	5	10	10	133

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	100%	100%	108%	108%	108%	108%	33%	25%	17%	17%	33%	33%	12
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	11%	14%	14%	9%	8%	8%	2%	5%	8%	5%	9%	9%	64
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	15%	16%	17%	14%	14%	14%	4%	5%	5%	4%	8%	8%	133

Street: **Queen Elizabeth Way**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	86	92	92	65	49	45	34	39	35	43	46	45	95
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	12	15	15	18	15	14	7	13	12	16	14	18	59
Double Yellow	0	0	0	1	1	1	0	0	0	0	0	0	4
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	2	2	2	2	2	2	1	1	1	1	1	1	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	100	109	109	86	67	62	42	53	48	60	61	64	167

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	91%	97%	97%	68%	52%	47%	36%	41%	37%	45%	48%	47%	95
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	20%	25%	25%	31%	25%	24%	12%	22%	20%	27%	24%	31%	59
Double Yellow	0%	0%	0%	25%	25%	25%	0%	0%	0%	0%	0%	0%	4
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	100%	100%	100%	100%	100%	100%	50%	50%	50%	50%	50%	50%	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	60%	65%	65%	51%	40%	37%	25%	32%	29%	36%	37%	38%	167

Street: **Howards Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	32	38	38	32	25	18	5	10	11	12	13	14	41
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	4
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	18	20	21	20	13	8	6	9	7	15	15	17	42
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	5
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	50	58	59	52	38	26	11	19	18	27	28	31	92

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	78%	93%	93%	78%	61%	44%	12%	24%	27%	29%	32%	34%	41
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	43%	48%	50%	48%	31%	19%	14%	21%	17%	36%	36%	40%	42
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	54%	63%	64%	57%	41%	28%	12%	21%	20%	29%	30%	34%	92

Street: **Howards Close**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	12	12	12	12	13	8	7	4	6	6	6	9
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	1	2	3	3	1	0	2	1	0	1	1	2	7
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	9	14	15	15	13	13	10	8	4	7	7	8	17

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	89%	133%	133%	133%	133%	144%	89%	78%	44%	67%	67%	67%	9
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	14%	29%	43%	43%	14%	0%	29%	14%	0%	14%	14%	29%	7
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	53%	82%	88%	88%	76%	76%	59%	47%	24%	41%	41%	47%	17

Street: **Stockers Lane**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	18	21	21	20	15	15	8	10	14	15	19	19	39
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	1	2	1	0	0	0	0	0	0	0	0	14
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	12	10	10	13	12	10	5	9	6	13	12	12	51
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	30	32	33	34	27	25	13	19	20	28	31	31	104

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	46%	54%	54%	51%	38%	38%	21%	26%	36%	38%	49%	49%	39
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	7%	14%	7%	0%	0%	0%	0%	0%	0%	0%	0%	14
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	24%	20%	20%	25%	24%	20%	10%	18%	12%	25%	24%	24%	51
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	29%	31%	32%	33%	26%	24%	13%	18%	19%	27%	30%	30%	104

Street: **Rydens Way**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	4	4	4	4	4	4	1	1	1	1	1	1	4
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	2	2	2	2	2	2	0	0	0	0	0	0	10
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	6	6	6	6	6	6	1	1	1	1	1	1	21

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	100%	100%	100%	100%	100%	100%	25%	25%	25%	25%	25%	25%	4
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	20%	20%	20%	20%	20%	20%	0%	0%	0%	0%	0%	0%	10
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	29%	29%	29%	29%	29%	29%	5%	5%	5%	5%	5%	5%	21

Street: **Kingfield Gardens**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	10	10	9	8	7	12	12	10	9	10	13	17	22
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	2	0	0	0	0	0	0	0	0	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	4	5	5	3	2	4	7	7	11	6	8	13	38
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	4
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	14	15	14	13	9	16	19	17	20	16	21	30	70

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	45%	45%	41%	36%	32%	55%	55%	45%	41%	45%	59%	77%	22
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	11%	13%	13%	8%	5%	11%	18%	18%	29%	16%	21%	34%	38
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	20%	21%	20%	19%	13%	23%	27%	24%	29%	23%	30%	43%	70

Street: **High Street**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	6	3	4	2	6	5	5	6	4	5	2	6	11
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	9
Zig Zag Lines	0	0	0	0	0	0	0	0	0	0	0	0	4
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	6	3	4	2	6	5	5	6	4	5	2	6	30

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	55%	27%	36%	18%	55%	45%	45%	55%	36%	45%	18%	55%	11
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	20%	10%	13%	7%	20%	17%	17%	20%	13%	17%	7%	20%	30

Street: **Trentham Crescent**

Day	Vehicles Parked (vol)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction													Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0	0	0	0	0	0	3	3	1	1	2	1	9
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	1	3	2	3	3	3	3	4	5	3	3	4	15
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	3
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	1	3	3	3	2	4	5	2	3	4	3	5	7
All	2	6	5	6	5	7	11	9	9	8	8	10	40

Day	Occupancy (%)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction													Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0%	0%	0%	0%	0%	0%	33%	33%	11%	11%	22%	11%	9
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	7%	20%	13%	20%	20%	20%	20%	27%	33%	20%	20%	27%	15
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	14%	43%	43%	43%	29%	57%	71%	29%	43%	57%	43%	71%	7
All	5%	15%	13%	15%	13%	18%	28%	23%	23%	20%	20%	25%	40

Street: **Vicarage Road**

Day	Vehicles Parked (vol)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction													Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	16
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	41
Zig Zag Lines	0	0	0	0	0	0	0	0	0	0	0	0	6
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0	0	0	0	0	0	0	0	0	0	0	0	65

Day	Occupancy (%)												Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
Restriction													Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	-	-	-	-	-	-	-	-	-	-	-	-	0
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	41
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65

Street: **The Moorlands**

Day	Vehicles Parked (vol)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	2	1	1	1	1	0	1	2	2	3	0	2	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	6	4	4	5	6	5	5	3	5	6	5	5	14
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	8	5	5	6	7	5	6	5	7	9	5	7	27

Day	Occupancy (%)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	20%	10%	10%	10%	10%	0%	10%	20%	20%	30%	0%	20%	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	43%	29%	29%	36%	43%	36%	36%	21%	36%	43%	36%	36%	14
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	30%	19%	19%	22%	26%	19%	22%	19%	26%	33%	19%	26%	27

Street: **Rosebery Crescent**

Day	Vehicles Parked (vol)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	21	17	14	18	13	17	15	15	15	14	16	13	37
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	1	0	0	0	0	0	0	0	0	0	0	0	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	4	7	6	6	7	5	3	4	4	3	5	3	30
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	3
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	26	24	20	24	20	22	18	19	19	17	21	16	77

Day	Occupancy (%)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	57%	46%	38%	49%	35%	46%	41%	41%	41%	38%	43%	35%	37
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	13%	23%	20%	20%	23%	17%	10%	13%	13%	10%	17%	10%	30
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	34%	31%	26%	31%	26%	29%	23%	25%	25%	22%	27%	21%	77

Street: **Beaconsfield Road**

Day	Vehicles Parked (vol)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	2	3	3	4	3	4	16	15	12	7	13	14	15
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	1	0	0	0	0	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0	0	0	0	0	0	0	1	0	0	0	0	3
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	1
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	2	3	3	4	3	4	16	17	12	7	13	14	25

Day	Occupancy (%)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	13%	20%	20%	27%	20%	27%	107%	100%	80%	47%	87%	93%	15
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	3
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	8%	12%	12%	16%	12%	16%	64%	68%	48%	28%	52%	56%	25

Street: **Gables Close**

Day	Vehicles Parked (vol)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	4	8	4	3	3	5	12	12	9	9	12	12	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	4	8	4	3	3	5	12	12	9	9	12	12	14

Day	Occupancy (%)												Aug-2019
	Tue 18:00	Tue 19:00	Tue 20:00	Tue 21:00	Tue 22:00	Tue 23:00	Wed 18:00	Wed 19:00	Wed 20:00	Wed 21:00	Wed 22:00	Wed 23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	36%	73%	36%	27%	27%	45%	109%	109%	82%	82%	109%	109%	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	29%	57%	29%	21%	21%	36%	86%	86%	64%	64%	86%	86%	14

Street: **Kingfield Drive**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	11	9	7	9	8	8	13	10	12	12	11	13	14
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	5	4	3	0	2	4	4	2	4	4	3	2	12
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	16	13	10	9	10	12	17	12	16	16	14	15	26

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	79%	64%	50%	64%	57%	57%	93%	71%	86%	86%	79%	93%	14
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	42%	33%	25%	0%	17%	33%	33%	17%	33%	33%	25%	17%	12
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	62%	50%	38%	35%	38%	46%	65%	46%	62%	62%	54%	58%	26

Street: **Loop Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	2	2	2	2	1	1	0	0	0	0	0	0	2
Unrestricted	40	44	45	28	19	19	24	17	20	20	21	20	45
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	4	3	4	2	2	2	1	1	1	1	1	1	37
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	2	1	1	0	0	0	0	0	0	0	0	0	22
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	48	50	52	32	22	22	25	18	21	21	22	21	106

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	100%	100%	100%	100%	50%	50%	0%	0%	0%	0%	0%	0%	2
Unrestricted	89%	98%	100%	62%	42%	42%	53%	38%	44%	44%	47%	44%	45
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	11%	8%	11%	5%	5%	5%	3%	3%	3%	3%	3%	3%	37
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	9%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	45%	47%	49%	30%	21%	21%	24%	17%	20%	20%	21%	20%	106

Street: **Whitegates**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	9	10	10	10	9	6	5	5	5	5	5	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0	0	0	0	0	0	0	0	0	0	0	0	6
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	8	9	10	10	10	9	6	5	5	5	5	5	17

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	73%	82%	91%	91%	91%	82%	55%	45%	45%	45%	45%	45%	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	47%	53%	59%	59%	59%	53%	35%	29%	29%	29%	29%	29%	17

Street: **Westfield Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	22	28	32	21	6	7	6	5	4	3	4	4	76
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	8
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	14
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	1	2	1	1	0	0	1	1	1	1	0	1	30
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	3	3	3	3	2	0	3	3	2	3	3	3	3
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	26	33	36	25	8	7	10	9	7	7	7	8	131

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	29%	37%	42%	28%	8%	9%	8%	7%	5%	4%	5%	5%	76
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	3%	7%	3%	3%	0%	0%	3%	3%	3%	3%	0%	3%	30
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	100%	100%	100%	100%	67%	0%	100%	100%	67%	100%	100%	100%	3
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	20%	25%	27%	19%	6%	5%	8%	7%	5%	5%	5%	6%	131

Street: **Apers Avenue**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	22	22	21	4	4	8	8	8	7	7	7	33
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	1	1	1	1	1	0	0	0	0	0	0	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	1	1	1	1	1	1	0	1	1	1	1	1	39
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	9	24	24	23	6	6	8	9	9	8	8	8	78

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	24%	67%	67%	64%	12%	12%	24%	24%	24%	21%	21%	21%	33
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	17%	17%	17%	17%	17%	0%	0%	0%	0%	0%	0%	6
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	3%	3%	3%	3%	3%	3%	0%	3%	3%	3%	3%	3%	39
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	12%	31%	31%	29%	8%	8%	10%	12%	12%	10%	10%	10%	78

Street: **Westfield Avenue**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0	9	9	8	0	0	0	0	0	0	0	0	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	2	2	3	3	0	0	0	3	1	2	2	2	24
Single Yellow	48	52	52	44	4	1	0	0	0	1	0	0	49
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	3	8	9	10	1	1	0	0	0	0	0	0	118
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	53	71	73	65	5	2	0	3	1	3	2	2	201

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	0%	90%	90%	80%	0%	0%	0%	0%	0%	0%	0%	0%	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	8%	8%	13%	13%	0%	0%	0%	13%	4%	8%	8%	8%	24
Single Yellow	98%	106%	106%	90%	8%	2%	0%	0%	0%	2%	0%	0%	49
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	3%	7%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	118
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	26%	35%	36%	32%	2%	1%	0%	1%	0%	1%	1%	1%	201

Street: **Maple Grove**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	12	15	15	14	2	2	1	1	1	1	1	1	15
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	2
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	2	0	0	0	0	0	0	0	0	0	0	0	23
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	5
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	14	15	15	14	2	2	1	1	1	1	1	1	45

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	80%	100%	100%	93%	13%	13%	7%	7%	7%	7%	7%	7%	15
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	23
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	31%	33%	33%	31%	4%	4%	2%	2%	2%	2%	2%	2%	45

Street: **Chestnut Grove**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	24	28	29	27	17	17	16	15	14	16	16	17	25
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	1	0	1	0	0	0	1	1	0	0	0	4
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	1	2	2	2	1	0	0	0	0	0	0	1	37
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	25	31	31	30	18	17	16	16	15	16	16	18	68

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	96%	112%	116%	108%	68%	68%	64%	60%	56%	64%	64%	68%	25
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	25%	0%	25%	0%	0%	0%	25%	25%	0%	0%	0%	4
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	3%	5%	5%	5%	3%	0%	0%	0%	0%	0%	0%	3%	37
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	37%	46%	46%	44%	26%	25%	24%	24%	22%	24%	24%	26%	68

Street: **Acer Grove**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	10	10	10	0	0	0	0	1	1	0	0	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	11
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	1	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	8	10	10	11	0	0	0	0	1	1	0	0	23

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	80%	100%	100%	100%	0%	0%	0%	0%	10%	10%	0%	0%	10
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	35%	43%	43%	48%	0%	0%	0%	0%	4%	4%	0%	0%	23

Street: **Sycamore Avenue**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	16	27	25	27	14	12	10	8	11	12	12	13	43
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	1	1	1	1	1	1	2	0	0	0	0	0	54
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	17	28	26	28	15	13	12	8	11	12	12	13	99

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	37%	63%	58%	63%	33%	28%	23%	19%	26%	28%	28%	30%	43
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	2%	2%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	54
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	17%	28%	26%	28%	15%	13%	12%	8%	11%	12%	12%	13%	99

Street: **Westfield Grove**

Day	Vehicles Parked (vol)													Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Unrestricted	8	8	8	8	4	6	7	6	6	6	6	7	8	
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0	
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	1	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Narrow	0	0	0	0	0	0	0	0	0	0	0	0	10	
Double Yellow	1	2	2	1	0	0	1	0	0	0	0	0	2	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0	
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0	
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	9	10	10	9	4	6	8	6	6	6	6	7	21	

Day	Occupancy (%)													Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Unrestricted	100%	100%	100%	100%	50%	75%	88%	75%	75%	75%	75%	88%	8	
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0	
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Narrow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10	
Double Yellow	50%	100%	100%	50%	0%	0%	50%	0%	0%	0%	0%	0%	2	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0	
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0	
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	43%	48%	48%	43%	19%	29%	38%	29%	29%	29%	29%	33%	21	

Street: **Granville Road**

Day	Vehicles Parked (vol)													Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Unrestricted	24	30	30	31	31	30	25	24	29	33	31	31	36	
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0	
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	1	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	7	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	4	4	4	4	4	4	5	5	5	5	5	5	6	
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	34	36	36	35	37	36	32	33	34	32	31	33	34	
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	62	70	70	70	72	70	62	62	68	70	67	69	84	

Day	Occupancy (%)													Aug-2019
	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Wed	
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Unrestricted	67%	83%	83%	86%	86%	83%	69%	67%	81%	92%	86%	86%	36	
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0	
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	67%	67%	67%	67%	67%	67%	83%	83%	83%	83%	83%	83%	6	
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	100%	106%	106%	103%	109%	106%	94%	97%	100%	94%	91%	97%	34	
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0	
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0	
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	74%	83%	83%	83%	86%	83%	74%	74%	81%	83%	80%	82%	84	

Street: **Kingfield Close**

Day	Vehicles Parked (vol)												Aug-2019
	Restriction												
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	14	15	15	5	4	4	2	2	3	2	2	3	23
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	5
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	14	15	15	5	4	4	2	2	3	2	2	3	30

Day	Occupancy (%)												Aug-2019
	Restriction												
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	61%	65%	65%	22%	17%	17%	9%	9%	13%	9%	9%	13%	23
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	47%	50%	50%	17%	13%	13%	7%	7%	10%	7%	7%	10%	30

Street: **Ash Road**

Day	Vehicles Parked (vol)												Aug-2019
	Restriction												
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	15	15	11	10	10	11	14	16	13	13	12	13	74
Bus Stop	0	0	0	0	0	0	0	0	0	0	0	0	1
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	8
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	7	3	4	4	3	2	3	3	2	3	5	3	71
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	1	1	1	1	1	1	1	1	1	1	1	1	1
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	24	26	25	26	26	27	24	26	25	26	27	27	27
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	47	45	41	41	40	41	42	46	41	43	45	44	182

Day	Occupancy (%)												Aug-2019
	Restriction												
	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	20%	20%	15%	14%	14%	15%	19%	22%	18%	18%	16%	18%	74
Bus Stop	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	10%	4%	6%	6%	4%	3%	4%	4%	3%	4%	7%	4%	71
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	89%	96%	93%	96%	96%	100%	89%	96%	93%	96%	100%	100%	27
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	26%	25%	23%	23%	22%	23%	23%	25%	23%	24%	25%	24%	182

Street: Hawthorn Road

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	47	43	40	39	35	35	35	36	36	34	51	49	99
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	1	0	0	0	0	0	0	0	0	0	0	0	18
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	11	8	8	8	8	8	8	8	8	7	9	9	151
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	1	1	1	1	1	1	1	1	1	1	1	1	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	6	6	6	6	6	6	6	6	6	6	4	6	6
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	66	58	55	54	50	50	50	51	51	48	65	65	278

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	47%	43%	40%	39%	35%	35%	35%	36%	36%	34%	52%	49%	99
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	7%	5%	5%	5%	5%	5%	5%	5%	5%	6%	6%	6%	151
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	100%	100%	6
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	24%	21%	20%	19%	18%	18%	18%	18%	18%	17%	23%	23%	278

Street: Ash Close

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	7	5	6	6	6	7	5	5	5	7	7	8	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	3	2	2	2	2	2	0	0	0	0	1	0	28
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	1	1	1	1	1	1	1	1	1	1	1	1	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	5	6	5	6	6	6	7	7	6	6	7	7	8
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	16	14	14	15	15	16	13	13	12	14	16	16	50

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	64%	45%	55%	55%	55%	64%	45%	45%	45%	64%	64%	73%	11
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	11%	7%	7%	7%	7%	7%	0%	0%	0%	0%	4%	0%	28
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	2
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	63%	75%	63%	75%	75%	75%	88%	88%	75%	75%	88%	88%	8
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	32%	28%	28%	30%	30%	32%	26%	26%	24%	28%	32%	32%	50

Street: **Laburnum Road**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	8	8	10	10	10	6	7	7	7	12	11	56
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	6	5	2	5	4	3	2	4	3	3	8	4	35
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	11	10	12	11	12	12	10	11	9	10	12	11	15
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	25	23	22	26	26	25	18	22	19	20	32	26	109

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	14%	14%	14%	18%	18%	18%	11%	13%	13%	13%	21%	20%	56
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	17%	14%	6%	14%	11%	9%	6%	11%	9%	9%	23%	11%	35
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	73%	67%	80%	73%	80%	80%	67%	73%	60%	67%	80%	73%	15
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	23%	21%	20%	24%	24%	23%	17%	20%	17%	18%	29%	24%	109

Street: **Willow Way**

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	8	8	8	7	7	7	7	7	7	7	7	7	67
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	2
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	17	16	15	15	15	15	14	15	14	14	14	14	86
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	29	26	26	28	28	28	28	28	30	26	26	26	47
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	54	50	49	50	50	50	49	50	51	47	47	47	202

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	12%	12%	12%	10%	10%	10%	10%	10%	10%	10%	10%	10%	67
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	20%	19%	17%	17%	17%	17%	16%	17%	16%	16%	16%	16%	86
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	62%	55%	55%	60%	60%	60%	60%	60%	64%	55%	55%	55%	47
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	27%	25%	24%	25%	25%	25%	24%	25%	25%	23%	23%	23%	202

Street: Hawthorn Close

APPENDIX I

Vehicles Parked (vol)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	38	30	27	23	25	26	31	30	30	23	23	24	62
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	5
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	38	30	27	23	25	26	31	30	30	23	23	24	67

Occupancy (%)													
Day	Tue	Tue	Tue	Tue	Tue	Tue	Wed	Wed	Wed	Wed	Wed	Wed	Aug-2019
Restriction	18:00	19:00	20:00	21:00	22:00	23:00	18:00	19:00	20:00	21:00	22:00	23:00	Capacity
White Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Unrestricted	61%	48%	44%	37%	40%	42%	50%	48%	48%	37%	37%	39%	62
Bus Stop	-	-	-	-	-	-	-	-	-	-	-	-	0
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Voucher Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Narrow	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Authorised	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	0
Coaching Parking	-	-	-	-	-	-	-	-	-	-	-	-	0
Long Stay	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycles Only Bay	-	-	-	-	-	-	-	-	-	-	-	-	0
Resident Permit Holders Only	-	-	-	-	-	-	-	-	-	-	-	-	0
All	57%	45%	40%	34%	37%	39%	46%	45%	45%	34%	34%	36%	67

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

Selected Polygon:DJB/VECTOS/WOKMAY

WO04119/13 Thursday WESTFIELD AVENUE AT JUNCTION WITH MAPLE GROVE WOKING
Veh 1 Car Starting W to S
21/02/2013 Veh 2 Pedal cycle Going ahead S to N Dri M 33 Serious
R1: U 3699 1830hrs
R2: U Darkness: street lights present a
E 500,407 Dry
N 156,917 Fine without high winds 30 mph

Causation Factor:

1st: Fatigue Participant: Vehicle 001 Confidence: Very Likely
2nd: Cyclist wearing dark clothing at night Participant: Vehicle 001 Confidence: Very Likely
3rd: Not displaying lights at night or in poor visibility Participant: Vehicle 001
V1 HAS STOPPED AT MOUTH OF JUNCTION AND LOOKED BOTH WAYS BUT NOT SEEN ANYTHING COMING. V1 HAS PULLED INTO ROAD AND SUDDENLY SEEN ON COMING CYCLE COLLIDING WITH HIM.

WO04326/13 Monday WYCH HILL LANE AT JUNCTION WITH A320 GUILDFORD ROAD WOKING
Veh 1 Car Going ahead E to W Dri F 32 Slight
04/03/2013 Veh 1 Car Going ahead E to W FSP M 99 Slight
R1: U 3693 1755hrs Veh 2 Car Going ahead E to W
R2: A 320 Darkness: street lighting unkno
E 500,096 Dry
N 157,603 Unknown 30 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 002 Confidence: Very Likely
2nd: Failed to judge other persons path or speed Participant: Vehicle 002 Confidence: Very Likely
V2 HAD FAILED TO SLOW DOWN AND COLLIDED WITH V1 REAR. V1 STOPPED AND THEN MOVED CAR TO ROADSIDE V2 CONTINUED TO DRIVE FTS.

WO04341/13 Monday B380 WESTFIELD ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING
Veh 1 Pedal cycle Going ahead LH bend E to S Dri M 57 Serious
04/03/2013 1415hrs
R1: B 380 Daylight:street lights present
R2: B 380
E 499,838 Dry
N 155,974 Fine without high winds 30 mph

Causation Factor:

1st: Poor or defective road surface Participant: Vehicle 001 Confidence: Possible
2nd: Failed to look properly Participant: Vehicle 001 Confidence: Possible
3rd: Loss of control Participant: Vehicle 001
V1 PEDAL CYCLE ON MAIN CARRIAGEWAY ADJACENT TO THE FOOTPATH TRAVELLED DOWN WESTFIELD ROAD AND AS APPROACHING ROUNDABOUT. AS EXITING ROUNDABOUT HAS CAUGHT EITHER THE KERB OR A POTHOLE AND LOST CONTROL.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO04778/13 Wednesday A247 KINGFIELD ROAD AT JUNCTION WITH HIGH STREET OLD WOKING
Veh 1 Car Starting E to W
13/03/2013 Veh 2 Car Going ahead N to E Dri F 39 Serious
R1: A 247 0705hrs
R2: B 380 Daylight:street lights present
E 501,084 Dry
N 156,994 Fine without high winds 30 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 001 Confidence: Very Likely
2nd: Dazzling sun Participant: Vehicle 001 Confidence: Very Likely
V1 AND V2 COLLIDE ON MINI R/A

WO05197/13 Wednesday B380 WESTFIELD ROAD 30 METRES NORTH OF BALFOUR AVENUE WOKING
Veh 1 Car Wait go ahead held NE to SW Dri M 28 Slight
10/04/2013 Veh 2 Car Going ahead NE to SW Dri F 35 Slight
1725hrs
R1: B 380 Daylight:street lights present
E 500,351 Dry
N 156,451 Fine without high winds 30 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 002 Confidence: Very Likely
V1 STATIONARY WITH LEFT INDICATOR ON WHILST TRAFFIC OVERTAKING HIM. V2 SEEN V1 BUT DROVE INTO REAR OF V1.

WO06582/13 Sunday B380 B380 WESTFIELD ROAD AT JUNCTION WITH GREENMEADS WOKING
Veh 1 M/C > 500 cc Going ahead SW to NE Dri M 22 Slight
26/05/2013 Veh 2 Pedal cycle Starting NW to SW Dri M 85 Slight
1535hrs
R1: B 380 Daylight:street lights present
R2: U
E 500,259 Dry
N 156,282 Fine without high winds 40 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 002 Confidence: Very Likely
2nd: Failed to judge other persons path or speed Participant: Vehicle 001 Confidence: Possible
3rd: Poor turn or manoeuvre Participant: Vehicle 002 Confidence: Possible
4th: Passing too close to cyclist, horse rider or pedestrian Participant: Vehicle 001 Confidence: Possible
V2 PULLED OUT OF JUNCTION CAUSING V1 TO COLLIDE WITH V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO07468/13 Tuesday A320 EGLEY ROAD AT JUNCTION WITH WOKING GARDEN CENTRE WOKING
Veh 1 Car Going ahead N to S
Veh 2 Car Wait to turn right N to W Dri M 38 Slight
R1: A 320 1450hrs
R2: U Daylight:street lights present
E 499,647 Wet/Damp
N 156,378 Fine without high winds
40 mph

V1 AND V2 IN SAME DIRECTION. V2 SLOWED TO TURN RIGHT. V1 HIT V2

WO07464/13 Thursday A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING
Veh 1 Car Turning right E to N
Veh 2 Car Going ahead N to S Dri F 37 Slight
R1: A 320 0856hrs
R2: U Daylight:street lights present
E 499,705 Dry
N 156,942 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
V2 DRIVING DOWN EGLEY ROAD. V1 PULLED OUT ONTO EGLEY ROAD FROM ALMOND AVENUE. V2 ATTEMPTED TO BRAKE BUT VEHICLES COLLIDED.

WO08006/13 Friday MAYFORD ROUNDABOUT AT JUNCTION WITH EGLEY ROAD WOKING
Veh 1 M/C > 500 cc Going ahead E to W Dri M 49 Serious
R1: B 380 1514hrs
R2: A 320 Daylight:street lights present
E 499,590 Dry
N 156,081 Raining without high winds
30 mph

NO COLLISION RIDER ON TEST BIKE NOT USED TO POWER BRAKED AND FELL OFF

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO08100/13 Saturday A320 EGLEY ROAD AT JUNCTION WITH DRAKES WAY MAYFORD
Veh 1 Car Going ahead S to N
Veh 2 Car Going ahead N to S Dri M 27 Slight
R1: A 320 2345hrs
R2: U Darkness: street lighting unkno
E 499,643 Wet/Damp
N 156,322 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:

1st: Driver using mobile phone Vehicle 001 Possible
2nd: Careless/Reckless/In a hurry Vehicle 001 Possible
V1 TRAVELLING FROM GUILDFORD TOWARDS WOKING. V2 IN OTHER DIRECTION AND V1 HAS DRIFTED ACROSS PATH OF V2 CAUSING COLLISION.

WO08963/13 Monday A320 EGLEY ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING
Veh 1 Car Going ahead S to N Dri F 33 Slight
R1: A 320 1612hrs
R2: B 380 Darkness: street lights present b
E 499,562 Wet/Damp
N 156,120 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:

1st: Slippery road (due to weather) Vehicle 001 Very Likely
2nd: Swerved Vehicle 001 Possible
3rd: Loss of control Vehicle 001 Possible
V1 LOST CONTROL AND HIT THE LAMP POST.

WO09194/13 Monday ASHCOMBE PARADE WOKING
Veh 1 Car Reversing N to S Dri M 89 Slight
Veh 1 Car Reversing N to S FSP F 99 Slight
R1: U 0 1445hrs Veh 2 Car Stopping 0 to 0 FSP F 89 Slight
E 501,059 Dry
N 157,043 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:

1st: Poor turn or manoeuvre Vehicle 001 Very Likely
V1 STATIONARY IN SERVICE ROAD. FRONT PASSENGER GOT OUT AND V1 DRIVER HAS GONE FORWARDS INTO A BRICK WALL. V2 ALSO STATIONARY BEHIND V1 AND V1 THEN REVERSED AWAY FROM WALL AT SPEED AND COLLIDED WITH V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO09561/13 Friday A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING
R1: A 320 04/10/2013 1250hrs
R2: U Daylight:street lights present
E 499,706 Wet/Damp
N 156,942 Fine without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 003	Very Likely
2nd: Sudden braking	Vehicle 003	Very Likely
3rd: Loss of control	Vehicle 003	Possible
4th: Dazzling sun	Vehicle 003	Possible

V1 WAITING TO TURN RIGHT. V3 COLLIDES WITH REAR OF V2 WHO WAS WAITING BEHIND V1. V2 IS PUSHED INTO REAR OF V1.

WO09718/13 Monday B380 WESTFIELD ROAD WOKING
R1: B 380 07/10/2013 0750hrs
 Daylight:street lights present
E 500,401 Dry
N 156,599 Unknown
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 001	Very Likely

CYCLIST CAME OFF BIKE. BIKE FLIPPED INTO AIR AND HIT CHILD. CYCLIST RODE AWAY

WO09738/13 Monday B380 VICARAGE ROAD AT JUNCTION WITH LOOP ROAD WOKING
R1: B 380 07/10/2013 1901hrs
R2: U Darkness: street lights present a
E 500,818 Dry
N 156,953 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Sudden braking	Vehicle 001	Very Likely

V1 DRIVING ALONG VICARAGE RD WHEN A DOG RAN INTO RD. V1 BRAKED CLIPPED DOG & FELL OFF V1. DOG RAN AWAY.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO10504/13 Monday A320 GUILDFORD ROAD AT JUNCTION WITH WYCH HILL LANE WOKING
R1: A 320 04/11/2013 0640hrs
R2: A 247 Darkness: street lights present a
E 500,131 Dry
N 157,583 Unknown
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Possible
2nd: Failed to look properly	Vehicle 002	Possible

V1 CROSSING R/A TOWARDS EGLEY RD WHEN V2 PULLED OUT OF WYCH HILL & HIT V1.

WO10745/13 Monday A320 EGLEY ROAD AT JUNCTION WITH ACICAI AVENUE WOKING
R1: A 320 11/11/2013 1530hrs
R2: U Daylight:street lights present
E 499,849 Wet/Damp
N 157,366 Raining without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Sudden braking	Vehicle 001	Very Likely

V1 TRAV PAST EGLEY RD WHEN V2 EXITED. V1 FELL FROM BIKE.

WO11504/13 Tuesday A320 GUILDFORD ROAD AT JUNCTION WITH A320 EGLEY ROAD MAYFORD
R1: A 320 17/12/2013 1715hrs
R2: A 320 Darkness: street lights present a
E 499,567 Wet/Damp
N 156,062 Raining without high winds
 30 mph

V1 STATIONARY AT R/A. V2 COLLIDES WITH REAR OF V1 V2 FTS.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO12286/14 Thursday A320 EGLEY ROAD AT JUNCTION WITH B380 MAYFORD Veh 1 Car Going ahead W to E
16/01/2014 Veh 2 M/C < 125 cc Going ahead S to N Dri M 44 Slight
0735hrs
R1: A 320
R2: B 380 Darkness: street lighting unkno
E 499,555 Wet/Damp
N 156,117 Fine without high winds
40 mph

V1 TOWARDS ROUNDABOUT EAST. V2 ON ROUNDABOUT TRAVELLING NORTH. V1 HIT V2 ON ROUNDABOUT CAUSING V2 RIDER TO FALL INTO ROAD.

WO12560/14 Wednesday A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE MAYFORD Veh 1 Car Going ahead N to S Dri M 22 Slight
29/01/2014 Veh 2 Car Wait go ahead held N to S Dri M 41 Slight
0744hrs
R1: A 320
R2: U Daylight:street lights present
E 499,705 Wet/Damp
N 156,942 Raining without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 002 Possible
2nd: Following too close Vehicle 001 Very Likely
3rd: Failed to look properly Vehicle 001

V2 BRAKED AND V1 DROVE INTO REAR OF V2.

WO12903/14 Wednesday A247 KINGFIELD ROAD AT JUNCTION WITH ACCESS PATH BEHIND ROADHOUSE ESTATE Veh 1 Car Starting E to W
29/01/2014 Veh 2 Pedal cycle Going ahead N to S Dri F 7 Slight
1505hrs
R1: A 247
R2: U Daylight:street lights present
E 501,071 Wet/Damp
N 157,043 Raining without high winds
20 mph

Causation Factor: Participant: Confidence:
1st: Swerved Vehicle 002 Possible

CONFLICTING STORIES. V2 STATES V1 HAS COME OUT OF ACCESS ROAD TOO QUICK AND V1 STATES SHE EDGED OUT.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO13485/14 Sunday A320 EGLEY ROAD OUTSIDE NO.33 WOKING Veh 1 Car Going ahead NE to SW Dri M 46 Slight
23/02/2014
1430hrs
R1: A 320 Daylight:street lights present
E 499,787 Dry
N 157,305 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 001 Possible
2nd: Swerved Vehicle 001 Very Likely
V1 CLAIMS TO HAVE TAKEN EVASIVE ACTION TO AVOID V2 AND HIT A LAMPPOST

WO13490/14 Monday A247 KINGFIELD ROAD OUTSIDE WOKING FOOTBAL CLUB WOKING Veh 1 Car Going ahead NE to SW Dri F 29 Slight
24/02/2014 Veh 2 Car Going ahead NE to SW Dri M 61 Slight
0855hrs Veh 3 Car Going ahead NE to SW
Daylight:street lights present
E 500,542 Dry
N 157,483 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 002 Possible
2nd: Failed to look properly Vehicle 003 Very Likely
V1 HAS COME TO A STOP OUTSIDE WOKING FC CAUSING V2 AND V3 TO STOP SUDDENLY. V3 COLLIDED WITH V2 AND V2 WITH V1

WO13696/14 Tuesday A320 EGLEY ROAD 60 METRES NORTH OF DRAKES WAY WOKING Veh 1 Car Wait to turn right N to W Dri M 60 Slight
18/03/2014 Veh 2 Car Going ahead N to S
1215hrs
R1: A 320 Daylight:street lights present
E 499,647 Dry
N 156,378 Fine without high winds
40 mph

V1 WAITING TO TURN R INTO WOKING GARDEN CENTRE V2 HAS BRAKED SHARPLY BUT IMPACTED AT LOW SPEED INTO R/O V1.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO14173/14 Monday B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WOKING
 Veh 1 Car Turning right W to S
 Veh 2 Car Going ahead S to N Dri M 62 Slight
R1: B 380 24/03/2014 0720hrs
R2: U Daylight:street lights present
E 500,451 Frost/Ice
N 156,739 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely
3rd: Aggressive driving Vehicle 001

V1 PULLED OUT OF ROAD AND COLLIDED WITH NSR OF V2. V2 TO SPIN AND HIT LAMPOST

WO14040/14 Tuesday B380 WESTFIELD ROAD AT JUNCTION WITH NEW LANE WOKING
 Veh 1 Car Turning right S to NE
 Veh 2 Bus/coach Going ahead RH bend NE to SW Seat M 34 Serious
R1: B 380 25/03/2014 1015hrs
R2: U Daylight:street lights present
E 500,178 Wet/Damp
N 156,162 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely
3rd: Junction restart Vehicle 001 Possible
4th: Careless/Reckless/In a hurry Vehicle 001 Possible

V1 HAS EXITED THE JUNCTION INTO PATH OF V2 WHO HAD RIGHT OF WAY

WO14059/14 Wednesday A320 EGLEY ROAD AT JUNCTION WITH HILLSIDE WOKING
 Veh 1 Goods < 3.5t Going ahead N to S
 Veh 2 Car Wait to turn right N to W Dri F 72 Slight
R1: A 320 26/03/2014 1515hrs
R2: U Daylight:street lights present
E 499,706 Dry
N 156,957 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Travelling too fast for conditions Vehicle 001 Very Likely

V1 TRAVELLING SOUTH ON A320 EGLEY ROAD. V2 STATIONARY TO TURN RIGHT. V1 COLLIDED WITH REAR OF V2

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO14046/14 Thursday A320 GUILDFORD ROAD AT JUNCTION WITH WYCH HILL LANE WOKING
 Veh 1 Car Starting W to E
 Veh 2 Pedal cycle Going ahead RH bend SW to NE Dri M 24 Slight
R1: A 320 27/03/2014 2000hrs
R2: U Darkness: street lights present a
E 500,102 Wet/Damp
N 157,602 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely

V2 CYCLING ACROSS ROUNDABOUT AT JUNCTION WHEN V1 PULLED OUT ONTO ROUNDABOUT HITTING V2 CAUSING HIM TO FALL OFF BIKE AND DAMAGE TO BIKE

WO14411/14 Thursday A247 CLAREMONT AVENUE OUTSIDE 'BRIDGEWELL HOUSE' WOKING
 Veh 1 Car Going ahead S to N Dri M 24 Slight
 Veh 2 Car Going ahead S to N
R1: A 247 24/04/2014 1342hrs
E 500,400 Daylight:street lights present Dry
N 157,600 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Following too close Vehicle 002 Very Likely

V2 COLLIDED WITH REAR OF V1

WO15477/14 Saturday B380 GUILDFORD ROAD AT JUNCTION WITH WESTFIELD ROAD OLD WOKING
 Veh 1 Pedal cycle O/take m/veh o/side NE to NW Dri M 32 Slight
 Veh 2 Car Going ahead NE to NW Dri F 25 Slight
R1: B 380 17/05/2014 1310hrs
R2: U Daylight:street lights present
E 499,829 Dry
N 155,974 Fine without high winds 40 mph

AS V2 INDICATING TO GO ROUND R/A AND PASSING 2ND EXIT V1 HIT SIDE

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO15426/14 Friday A320 EGLEY AT JUNCTION WITH ALMOND AVENUE WOKING
Veh 1 Car Going ahead N to S Dri F 51 Slight
Veh 2 Car Turning right E to N
R1: A 320 23/05/2014 0900hrs
R2: U Daylight:street lights present
E 499,709 Dry
N 156,941 Fine without high winds
40 mph

Causation Factor:

1st: Exceeding speed limit
2nd: Failed to look properly
3rd: Failed to judge other persons path or speed
4th: Junction overshoot
5th: Vehicle blind spot

Participant:

Vehicle 001
Vehicle 002
Vehicle 002
Vehicle 002
Vehicle 002

Confidence:

Possible
Very Likely
Possible
Possible
Possible

V2 HAS PULLED OUT OF JUNCTION AND COLLIDED WITH V1 ON MAIN ROAD.

WO16103/14 Wednesday A320 OUTSIDE MAYFORD MOTORS EGLEY ROAD WOKING
Veh 1 Goods < 3.5t Going ahead S to N
Veh 2 Goods < 3.5t Wait to turn right S to E Dri F 43 Slight
R1: A 320 18/06/2014 1215hrs
Daylight:street lights present
E 499,601 Dry
N 156,222 Fine without high winds
40 mph

V2 SLOWED TO TURN. V1 COLLIDED WITH R/O V2

WO16291/14 Monday A320 EGLEY ROAD OUTSIDE 'BIRD IN HAND PUBLIC HOUSE' WOKING
Veh 1 Car Going ahead N to S Ped M 62 Slight
Veh 2 Car Going ahead N to S
R1: A 320 23/06/2014 1420hrs
Daylight:street lights present
E 499,592 Dry
N 156,203 Fine without high winds
40 mph

V1 COLLIDES WITH FRONT OF V2 ON ROUNDABOUT COLLIDES WITH A BOAT PARKED ON A DRIVE IN DRAKES WAY DRAGS IP OWNER OF BOAT ALONG DECAMPS

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO16916/14 Thursday WYCH HILL LANE AT JUNCTION WITH A320 EGLEY ROAD WOKING
Veh 1 M/C < 125 cc Wait go ahead held W to E Dri M 32 Slight
Veh 2 Car Wait go ahead held W to E
R1: U 3693 10/07/2014 0810hrs
R2: A 320 Daylight:street lights present
E 500,100 Dry
N 157,603 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Participant:

Vehicle 002
Vehicle 001

Confidence:

Very Likely
Possible

V1 HAS BEEN STATIONARY AT ROUNDABOUT V2 HAS HIT V1 IN THE REAR.

WO18703/14 Monday A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE OLD WOKING
Veh 1 Car Turning left NE to SE Dri M 77 Slight
Veh 2 Car Going ahead SE to NW Dri M 20 Slight
R1: A 247 29/09/2014 1322hrs
R2: U Daylight:street lights present
E 500,717 Dry
N 157,488 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Very Likely

V1 PULLED OUT FROM ELMBRIDGE LANE. V1 STRUCK V2 ON THE SIDE

WO19389/14 Friday A247 KINGFIELD ROAD AT JUNCTION WITH ROSEBERRY CRESENT WOKING
Veh 1 M/C > 125 cc Going ahead N to S Dri M 22 Slight
Veh 2 Car Turning right W to S
R1: A 247 10/10/2014 2000hrs
R2: U Darkness: street lighting unkno
E 501,048 Dry
N 157,138 Fine without high winds
30 mph

Causation Factor:

1st: Stationary or parked vehicle

Participant:

Vehicle 002

Confidence:

Very Likely

V2 COLLIDED WITH V1 WHEN ENTERING MAIN ROAD

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO19647/14 Friday B380 WESTFIELD ROAD WOKING Veh 1 Car Reversing NE to SW
24/10/2014 Veh 2 Car Wait go ahead held 0 to 0 Dri M 51 Slight
R1: B 380 2010hrs Veh 2 Car Wait go ahead held 0 to 0 FSP F 47 Slight
Darkness: street lights present a
E 500,509 Wet/Damp
N 156,867 Fine without high winds
30 mph

Causation Factor:

1st: Distraction in vehicle Participant: Vehicle 001 Confidence: Possible
2nd: Failed to look properly Participant: Vehicle 002 Confidence: Possible
V2 REVERSING OUT OF PARKING SPACE WHILE V1 IS WAITING FOR THE SPACE. V2 HAS REVERSED INTO V1.

WO19374/14 Friday A320 EGLEY ROAD AT WOKING Veh 1 Car Turning right N to W
07/11/2014 GARDEN CENTRE AT JUNCTION Veh 2 Car Going ahead S to N Dri F 23 Slight
R1: A 320 1315hrs WITH WOKING GARDEN CENTRE
R2: U Daylight:street lights present
E 499,647 Dry
N 156,379 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 001 Confidence: Very Likely
V1 HEADING SOUTH ALONG A320 TO GUILDFORD. V1 TURNED RIGHT ACROSS PATH OF V2

WO20115/14 Sunday A320 EGLEY ROAD 20 METRES Veh 1 Car Going ahead S to N Dri M 20 Slight
23/11/2014 SOUTH OF ALMOND AVENUE Veh 2 Car Stopping S to N
R1: A 320 1615hrs WOKING Veh 3 Car Stopping S to N
R2: U Darkness: street lights present a Veh 4 Car Wait to turn right S to E
E 499,702 Wet/Damp
N 156,922 Other
40 mph

V1 HAS BEEN TRAVELLING BEHIND V2 V3 AND V4 WITH V4 AT THE FRONT. V4 HAS BEEN STATIONARY INDICATING TO TURN RIGHT ONTO ALMOND AVENUE. V1 HAS NOT SEEN THE QUEUE OF VEHICLES IN FRONT. AS A RESULT V1 HAS COLLIDED WITH THE REAR OF V2 SHUNTING V2 INTO V3 AND V

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO20706/14 Saturday WESTFIELD AVENUE WOKING Veh 1 Car Going ahead N to S Dri M 74 Slight
29/11/2014 Veh 2 Goods < 3.5t Parked 0 to 0
R1: U 3699 1940hrs
Darkness: street lights present a
E 500,449 Wet/Damp
N 157,224 Fog or mist
30 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 001 Confidence: Very Likely
V1 HAS HIT PARKED V2

WO20473/14 Thursday A320 AT JUNCTION WITH WYCH Veh 1 Car Starting W to N
11/12/2014 HILL LANE WOKING Veh 2 M/C > 500 cc Turning right W to N Dri M 31 Slight
R1: A 320 0657hrs
R2: U Darkness: street lights present a
E 500,101 Dry
N 157,603 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly Participant: Vehicle 001 Confidence: Very Likely
V2 HAS BEEN EXITING ROUNDABOUT TOWARDS WOKING. AS V2 HAS BEEN EXITING V1 HAS ENTERED THE ROUNDABOUT AND COLLIDED WITH V2.

WO21015/14 Monday A320 GUILDFORD ROAD AT Veh 1 Car Going ahead NE to SW Ped F 17 Slight
15/12/2014 JUNCTION WITH A247 WYCH HILL
R1: A 320 1629hrs LANE WOKING
R2: A 247 Darkness: street lighting unkno
E 500,130 Dry
N 157,607 Fine without high winds
30 mph

Causation Factor:

1st: Stationary or parked vehicle Participant: Vehicle 001 Confidence: Very Likely
2nd: Failed to look properly Participant: Casualty 001 Confidence: Very Likely
VEHICLE IN LANE 1 HAS SIGN FOR PEDESTRIAN TO CROSS IN FRONT OF HIS VEHICLE IN LANE 2. V1 HIT PEDESTRIAN

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO20775/14 Tuesday B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WOKING
Veh 1 Car Going ahead NE to SW Dri F 40 Slight
Veh 2 Car Turning right NW to SW
R1: B 380 1421hrs
R2: U Daylight:street lights present
E 500,452 Dry
N 156,739 Fine without high winds 30 mph

V1 TRAVELLING SOUTH ON SINGLE CARRIAGEWAY ROAD WHICH IS SUBJECT TO A 30MPH SPEED RESTRICTION. V2 TRAVELLING EAST TO SOUTH HAS ENTERED THE ROAD FROM AN OFFSIDE JUNCTION FAILING TO GIVE WAY. V2 HAS COLLIDED WITH THE REAR OFFSIDE OF V1 CAUSING THE DRIVER OF

WO21417/15 Thursday A320 EGLEY ROAD AT JUNCTION WITH B380 MAYFORD GREEN WOKING
Veh 1 Car Stopping N to S Dri F 23 Slight
Veh 1 Car Stopping N to S FSP M 23 Slight
Veh 2 Car Going ahead N to S
R1: A 320 1830hrs
R2: B 380 Darkness: street lighting unkno
E 499,587 Wet/Damp
N 156,120 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Sudden braking Vehicle 001 Possible
2nd: Slippery road (due to weather) Vehicle 002 Very Likely
3rd: Failed to judge other persons path or speed Vehicle 002
V1 HAS STOPPED TO GIVE WAY ON A ROUNDABOUT AND V2 HAS COLLIDED WITH V1 FROM BEHIND.

WO21870/15 Saturday A320 EGLEY ROAD AT JUNCTION WITH B380 MAYFORD GREEN WOKING
Veh 1 Car Starting S to N
Veh 2 Car Wait go ahead held S to N Dri M 51 Slight
R1: A 320 1726hrs
R2: B 380 Darkness: street lights present a
E 499,560 Dry
N 156,073 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
V2 SLOWED ON APPROACH TO ROUNDABOUT BECAUSE ANOTHER CAR WAS THERE ALREADY. V1 THOUGHT V2 WAS GOING BUT V2 STOPPED SO V1 COLLIDED WITH REAR OF V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO21388/15 Friday A320 EGLEY ROAD OUTSIDE GARDEN CENTRE WOKING
Veh 1 Car Going ahead S to N RSP M 22 Serious
Veh 2 Car Going ahead N to S
R1: A 320 1945hrs
Darkness: street lighting unkno
E 499,652 Dry
N 156,520 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Distraction in vehicle Vehicle 001 Very Likely
2nd: Driver using mobile phone Vehicle 001 Very Likely
V1 DISTRACTED BY SOMETHING IN VEHICLE AND DRIFTED INTO OTHER CARRIAGEWAY AND HIT V2 .

WO21385/15 Sunday KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WOKING
Veh 1 M/C > 500 cc Stopping E to S Dri M 56 Slight
Veh 1 M/C > 500 cc Stopping E to S F 55 Slight
Veh 2 Pedal cycle Starting W to E
R1: A 247 1438hrs
R2: U Daylight:street lights present
E 500,494 Wet/Damp
N 157,480 Fine without high winds 30 mph

V1 MOTORCYCLE TURNING CORNER SEES BICYCLE AND PUTS MOTORCYCLE DOWN TO AVOID A COLLISION

WO22359/15 Tuesday WESTFIELD AVENUE WESTFIELD
Veh 1 Car Going ahead N to S Ped F 14 Serious
03/02/2015 1550hrs
R1: U 3699 Daylight:street lights present
E 500,441 Wet/Damp
N 157,072 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Stationary or parked vehicle Vehicle 001 Very Likely
PEDESRTRIAN WALK OUT FRONT OF THE BUS

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO22000/15 Wednesday BALFOUR AVENUE AT JUNCTION WITH B380 WESTFIELD ROAD WESTFIELD
Veh 1 Car Turning right E to NE
Veh 2 Pedal cycle Going ahead NE to SW Dri F 37 Slight
R1: U 3703 1805hrs
R2: B 380 Darkness: street lighting unkno
E 500,340 Dry
N 156,422 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 001 Very Likely
V1 HAS PULLED OUT OF JUNCTION INTO PATH OF V2 (PEDAL CYCLIST).

WO22279/15 Monday A320 EGLEY ROAD WOKING
Veh 1 Car Going ahead N to S
Veh 2 Car Going ahead S to N Dri M 68 Slight
R1: A 320 0805hrs
Daylight:street lights present
E 499,694 Wet/Damp
N 157,098 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Fatigue Vehicle 001 Possible
2nd: Disobeyed double white line Vehicle 001 Possible
3rd: Illness or disability, mental or physical Vehicle 001
V1 VEERED INTO ONCOMING V2 PATH AND COLLIDED.

WO22973/15 Friday A247 KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD
Veh 1 Car Turning left S to W
Veh 2 Pedal cycle Going ahead E to W Dri M 36 Slight
Veh 3 Car Wait to turn right S to E
R1: A 247 0805hrs
Daylight:street lights present
E 500,492 Dry
N 157,480 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 001 Very Likely
2nd: Failed to look properly Vehicle 001 Very Likely
V3 HAS STOPPED TO ALLOW V2 TO CROSS JUNCTION WHEN V1 CAME UP ON INSIDE AND HIT V2

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO22799/15 Saturday A320 EGLEY ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING
Veh 1 Car Going ahead N to S
Veh 2 Pedal cycle Going ahead W to E Dri M 43 Slight
R1: A 320 0939hrs
R2: B 380 Daylight:street lights present
E 499,587 Dry
N 156,119 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Tyres illegal, defective or under inflated Vehicle 001 Possible
2nd: Disobeyed Give Way or Stop sign or markings Vehicle 001 Possible
V1 AND V2 (PEDAL CYCLE) AT A ROUNDABOUT. V2 WAS ON THE ROUNDABOUT WHEN V1 ENTERED AND HIT V2.

WO23198/15 Monday A320 GUILDFORD ROAD AT JUNCTION WITH A247 WYCH HILL LANE WOKING
Veh 1 Car Stopping N to S
Veh 2 Pedal cycle Turning right S to E Dri M 63 Slight
R1: A 320 06/04/2015 1441hrs
R2: A 247 Daylight:street lights present
E 500,129 Dry
N 157,607 Fine without high winds 30 mph

V1 APPROACHED THE ROUNDABOUT AND SLOWED FOR GIVE WAY. V1 ENTERED THE ROUNDABOUT AND COLLIDED WITH CYCLIST ALREADY ON THE ROUNDABOUT.

WO26120/15 Wednesday WESTFIELD AVENUE AT JUNCTION WITH A247 KINGFIELD ROAD KINGFIELD
Veh 1 Car Wait to turn left S to E
Veh 2 Car Stopping S to N Dri F 50 Slight
R1: U 3699 1830hrs
R2: A 247 Daylight:street lights present
E 500,492 Dry
N 157,481 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 002 Possible
V2 STATIONARY WAITING TO TURN LEFT HAS BEEN HIT BY V1 FROM BEHIND

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO25914/15 Monday A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD
Veh 1 Car Turning right NE to N Dri F 18 Slight
Veh 2 Car Going ahead RH bend NW to SE Dri F 65 Slight
R1: A 247 1400hrs
R2: U Daylight:street lights present
E 500,716 Wet/Damp
N 157,490 Raining without high winds
30 mph

V1 PULLED OUT OF JUNCTION AND V2 COLLIDED WITH SIDE

WO27045/15 Monday B380 MAYFORD GREEN WOKING
Veh 1 Car Going ahead LH bend S to NW
Veh 2 Car Stopping NW to SE Dri M 81 Slight
R1: B 380 1921hrs
Daylight:street lights present
E 499,512 Wet/Damp
N 156,135 Fine without high winds
30 mph

V1 HAS BEEN TRAVELLING SOUTH TO NORTH WEST AND V2 HAS BEEN TRAVELLING NORTHWEST TO SOUTHEAST ALONG A RESIDENTIAL ROAD CLOSE TO THE JUNCTION FO A BUSY 'A' ROAD. V1 HAS COME AROUND A BEND IN THE ROAD TOO QUICKLY HAVING EXITED THE 'A' ROAD AND CLIPPED THE K

WO28172/15 Wednesday A247 HIGH STREET OLD WOKING KINGFIELD
Veh 1 Pedal cycle Wait go ahead held N to S Dri M 54 Slight
Veh 2 Pedal cycle Starting N to S
R1: A 247 1740hrs
R2: A 247 Daylight:street lights present
E 501,083 Dry
N 156,993 Fine without high winds
30 mph

2 CYCLISTS AT R/A. BIKES COLLIDE

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO28972/15 Tuesday B380 WESTFIELD ROAD OUTSIDE NO.78 WESTFIELD
Veh 1 M/C > 500 cc Going ahead N to S Dri M 50 Serious
Veh 2 Car Turning left N to S
R1: B 380 1629hrs
Daylight:street lights present
E 500,458 Dry
N 156,753 Fine without high winds
30 mph

Causation Factor:

1st: Poor turn or manoevre

Participant:

Vehicle 002

Confidence:

Very Likely

V1 MOTORCYCLE FILTERING ON N/S V2 INDICATING TO TURN LEFT. VEHICLES COLLIDE

WO29894/15 Monday WESTFIELD AVENUE AT ENTRAMCE TO DAVID LLOYD GYM WESTFIELD
Veh 1 Car Going ahead N to S Ped M 42 Serious
R1: U 3699 0515hrs
Darkness: no street lighting
E 500,454 Dry
N 157,318 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Possible

V1 COLLIDED WITH PEDESTRIAN AT THE JUNCTION TO DAVID LLOYD GYMS. V1 FAILED TO STOP AND LEFT SCENE.

WO30434/15 Thursday A320 EGGLEY ROAD OUTSIDE NO.25 20 METRES SW OF ACACIA AVENUE WOKING
Veh 1 Car Turning right SE to NE Dri F 33 Slight
Veh 1 Car Turning right SE to NE RSP F 4 Slight
Veh 2 Car Going ahead NE to SW
R1: A 320 0810hrs
Daylight:street lights present
E 499,844 Wet/Damp
N 157,362 Raining without high winds
40 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Very Likely

V1 WAS WAITING TO TURN RIGHT ONTO MAIN ROAD BUT VIEW WAS OBSTRUCTED BY A LARGE VAN WHEN PULLED OUT COLLISION OCCURED WITH V2 WHO WAS TRAVELLING DOWN THE MAIN ROAD.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO30568/15 Saturday A320 EGLEY ROAD AT BUS STOP 50 10/10/2015 METRES SOUTH OF ALMOND AVENUE WOKING
R1: A 320 1355hrs
E 499,698 Dry
N 156,895 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 003 Very Likely
V1 V2 AND V3 IN SAME LANE WHEN V1 AND V2 STARTED TO SLOW DOWN DUE TO TRAFFIC BEFORE COMING TO A STOP. V3 HAS NOT STOPPED IN TIME AND COLLIDED INTO THE BACK OF V2 FORCING IT FORWARD INTO BACK OF V1.

WO31030/15 Monday OUTSIDE NO.57 WESTFIELD AVENUE WESTFIELD 19/10/2015
R1: U 3699 2005hrs
E 500,449 Dry
N 157,230 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 001 Very Likely
V1 PEDAL CYCLIST HAS COLLIDED WITH REAR OF PARKED V2 CAUSING REAR WINDSCREEN TO SMASH.

WO31734/15 Friday A320 EGLEY ROAD 50 METRES NORTH OF DRAKES WAY WOKING 23/10/2015
R1: A 320 1520hrs
E 499,648 Dry
N 156,369 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
V2 WAS STATIONARY IN TRAFFIC. V1 WAS TRAVELLING TOWARDS THE TRAFFIC BEHIND ANOTHER CAR WHEN IT SWERVES TO AVOID THE STATIONARY TRAFFIC WHICH CAUSES V1 TO REAR END V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO31069/15 Sunday A320 EGLEY ROAD AT LAMP POST 25/10/2015 20 WOKING
R1: A 320 0333hrs
R2: U
E 499,734 Darkness: street lights present a Frost/Ice
N 157,201 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Vehicle 001 Very Likely
V1 COLLIDED WITH LAMP POST AND DRIVER DECAMPED

WO31511/15 Sunday A320 EGLEY ROAD WOKING 25/10/2015
R1: A 320 0001hrs
E 499,657 Darkness: street lights present a Wet/Damp
N 156,616 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Loss of control Vehicle 001 Very Likely
V1 FOR UNKNOWN REASON HAS SWERVED ONTO THE WRONG SIDE OF THE ROAD AND THEN BACK TO THE NEARSIDE COLLIDING WITH THE GRASS VERGE CAUSING VEHICLE TO ROLL ONTO ITS SIDE.

WO32804/15 Sunday A247 WYCH HILL LANE AT JUNCTION WITH A320 GUILDFORD ROAD WOKING 15/11/2015 0742hrs
R1: A 247
R2: A 320 Daylight:street lights present
E 500,129 Dry
N 157,581 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Deposit on road (eg oil, mud, chippings) Vehicle 001 Possible
2nd: Loss of control Vehicle 001 Possible
3rd: Failed to look properly Vehicle 001
V1 CYCLING HOME BUT CANNOT RECALL WHAT HAPPENED.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO34329/15 Saturday B380 MAYFORD GREEN AT JUNCTION WITH A320 EGLEY ROAD WOKING
28/11/2015 1635hrs
R1: B 380
R2: A 320
E 499,549
N 156,114
Darkness: street lights present a Wet/Damp
Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 002 Very Likely
2nd: Failed to look properly Vehicle 002 Very Likely
V1 STATIONARY WAITING TO JOIN ROUNDABOUT HIT FROM BEHIND BY V2

WO38338/16 Thursday A320 EGLEY ROAD AT JUNCTION WITH B380 WESTFIELD ROAD MAYFORD WOKING
07/01/2016 0740hrs
R1: A 320
R2: B 380
E 499,588
N 156,079
Daylight:street lights present Wet/Damp
Raining without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 002 Very Likely
CYCLIST TRAVELLING AROUND MAYFORD R/A AS CYCLIST TOOK THE 3RD EXIT V2 HAS PULLED ONTO THE R/A AND COLLIDED WITH CYCLIST.

WO42054/16 Wednesday A320 EGLEY ROAD CLOSE TO LAMP POST 32 WOKING
27/01/2016 1450hrs
R1: A 320
E 499,687
N 156,833
Daylight:street lights present Dry
Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Poor turn or manoevre Vehicle 001 Very Likely
2nd: Failed to signal/Misleading signal Vehicle 001 Very Likely
3rd: Failed to look properly Vehicle 001
V2 MOTORCYCLE HAS BEEN PASSING V1 WHEN FOR UNKNOWN REASONS V1 HAS MOVED TOWARDS THE CENTRAL LINE CAUSING A COLLISION

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO42902/16 Tuesday A320 EGLEY ROAD JUNCTION WITH ALMOND AVENUE WOKING
02/02/2016 1840hrs
R1: A 320
R2: U
E 499,705
N 156,942
Goods < 3.5t Going ahead S to N
Car Turning right S to E Dri F 27 Slight
Car Wait go ahead held N to S
Darkness: street lighting unkno
Dry
Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 001 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely
V1 HAS COLLIDED WITH REAR OF V2. V2 HAS BEEN PUSHED INTO PATH OF V3. V2 HAS COLLIDED WITH THE FRONT OF V3

WO43763/16 Friday A320 EGLEY ROAD AT JUNCTION WITH A320 GUILDFORD ROAD WOKING
05/02/2016 1803hrs
R1: A 320
R2: A 320
E 499,589
N 156,123
M/C < 125 cc Wait go ahead held N to S Dri M 35 Slight
Car Starting N to S
Darkness: street lights present a Wet/Damp
Raining without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 002 Very Likely
V2 HAS COLLIDED WITH REAR OF V1 AT ENTRANCE TO R/A.

GU45471/16 Tuesday B380 VICARAGE ROAD AT JUNCTION WITH ROSEBERRY CRESCENT KINGFIELD
09/02/2016 0920hrs
R1: B 380
R2: U
E 500,951
N 156,964
Car Going ahead E to W
Goods < 3.5t Wait to turn right E to N Dri M 56 Slight
Daylight:street lights present Dry
Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
V1 HAS HIT REAR OF V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO48942/16 Sunday OLD SCHOOL PLACE AT JUNCTION WITH B380 WESTFIELD ROAD WESTFIELD
28/02/2016 1205hrs
R1: U 7320
R2: B 380 Daylight:street lights present
E 500,414 Dry
N 156,641 Fine without high winds
30 mph

Causation Factor: 1st: Failed to look properly
Participant: Casualty 001
Confidence: Very Likely
CHILD C1 HAS RAN INTO ROAD COLLIDING WITH V1.

WO52630/16 Wednesday A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD
09/03/2016 1340hrs
R1: A 247
R2: U Daylight:street lights present
E 500,719 Wet/Damp
N 157,488 Raining without high winds
30 mph

Causation Factor: 1st: Failed to look properly
Participant: Vehicle 001
Confidence: Possible
V1 TURNING RIGHT ON-COMING PASSING VEHICLES COLLIDED. FULL DETAILS EXCHANGED. V1 MINOR INJURIES

WO50975/16 Thursday B380 WESTFIELD ROAD AT JUNCTION WITH BALFOUR AVENUE WESTFIELD
10/03/2016 1230hrs
R1: B 380
R2: U Daylight:street lights present
E 500,341 Dry
N 156,422 Fine without high winds
30 mph

Causation Factor: 1st: Failed to judge other persons path or speed
Participant: Vehicle 001
Confidence: Very Likely
V1 DRIVING ALONG SINGLE CARRIAGE ROAD APPROACHING N/S MINOR ROAD WHEN V1 HAS OVERTAKEN V2 ONLY A SHORT DISTANCE FROM THE N/S JUNCTION V2 HAS HIT REAR OF V1 CAUSING INJURY.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

Causation Factor:

WO53391/16 Friday A320 EGLEY ROAD WOKING
11/03/2016 0842hrs
R1: A 320 Daylight:street lights present
E 499,585 Wet/Damp
N 156,155 Fog or mist
40 mph

Causation Factor: 1st: Slippery road (due to weather)
Participant: Vehicle 001
Confidence: Very Likely
2nd: Failed to look properly
Participant: Vehicle 001
Confidence: Very Likely
V1 HAS COLLIDED WITH REAR OF V2 CAUSING MINOR INJURY TO DRIVER.

WO69972/16 Sunday A320 EGLEY ROAD OUTSIDE NO.5 HAVELOCK COTTAGES WOKING
22/05/2016 1220hrs
R1: A 320 Daylight:street lights present
E 499,647 Dry
N 156,373 Fine without high winds
40 mph

V1 AND V2 STOP IN STATIONARY TRAFFICE V3 FAILS TO STOP AND COLLIDES WITH R/O V2 > V1

WO88036/16 Tuesday A320 GUILDFORD ROAD AT JUNCTION WITH A320 EGLEY ROAD A320 WOKING
05/07/2016 1800hrs
R1: A 320 Daylight:street lights present
R2: A 320
E 500,118 Dry
N 157,610 Fine without high winds
30 mph

Causation Factor: 1st: Failed to look properly
Participant: Vehicle 001
Confidence: Very Likely
CASUALTY HAS BEEN STOOD ON AN ISLAND CROSSING THE EGLEY ROAD AT WOKING WITH HER BICYCLE. SHE HAS BEEN CROSSING FROM THE MIDDLE OF THE ROAD OVER TO THE MIDHOPE ROAD SIDE OF THE ROAD. V1 HAS COME FROM THE EGLEY ROAD OVER THE ROUNDABOUT ONTO THE GUILDFORD R

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO88953/16 Saturday A247 KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE KINGFIELD
Veh 1 Pedal cycle Going ahead E to W Dri F 55 Slight
Veh 2 Car Turning right W to S
R1: A 247 23/07/2016 0950hrs
R2: U Daylight:street lights present
E 500,494 Dry
N 157,481 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 002 Possible
V1 PEDALCYCLIST RIDING ALONG KINGSFIELD ROAD JUNCTION WITH WESTFIELD AVENUE AND PASSING WESTFIELD AVENUE ON HER LEFT. FOR AN UNKNOWN REASON V2 HAS TURNED INTO WESTFIELD AVENUE FROM KINGSFIELD ROAD AND IN DOING SO HAS HIT V1 AND KNOCKED HER OFF HER BIKE.

WO94795/16 Wednesday A247 KINGFIELD ROAD AT JUNCTION WITH LOOP ROAD KINGFIELD
Veh 1 Car Turning right NW to S
Veh 2 Pedal cycle Going ahead SE to NW Dri M 25 Serious
R1: A 247 10/08/2016 1015hrs
R2: U Daylight:street lights present
E 500,814 Dry
N 157,349 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Poor turn or manoeuvre Vehicle 001 Very Likely
V1 HAS TURNED RIGHT AT JUNCTION COLLIDING WITH ONCOMING V2.

WO01776/16 Wednesday A320 EGLEY ROAD 20 METRES SOUTH OF ALMOND AVENUE WOKING
Veh 1 Car Going ahead S to N
Veh 2 Goods > 7.5t Wait go ahead held S to N Dri M 30 Slight
R1: A 320 31/08/2016 1715hrs
R2: U Daylight:street lights present
E 499,702 Dry
N 156,922 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 001 Very Likely
V2 STATIONARY IN LINE OF TRAFFIC STRUCK IN REAR BY V1 CAUSING INJURY.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO20783/16 Monday B380 VICARAGE ROAD AT JUNCTION WITH A247 HIGH STREET WOKING KINGFIELD
Veh 1 Car Turning left W to NW
Veh 2 Car Turning right W to E Dri F 66 Slight
R1: B 380 17/10/2016 1715hrs
R2: A 247 Daylight:street lights present
E 501,083 Dry
N 156,994 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
V2 PULLED OUT ONTO MINI ROUNDABOUT INTENDING TO TURN RIGHT. V1 WHO WAS TRAVELLING BEHIND V2 COLLIDED WITH V2'S REAR. V1 TURNED LEFT AT THE ROUNDABOUT AND V2 STOPPED BUT V1 DID NOT RETURN.

WO21387/16 Saturday A320 GUILDFORD ROAD AT ENTRANCE TO 'BRIGHT HORIZONS' NURSERY WOKING
Veh 1 Car Turning right W to N
Veh 2 Pedal cycle Going ahead S to N Dri M 33 Slight
R1: A 320 29/10/2016 0850hrs
R2: U Daylight:street lights present
E 499,651 Dry
N 156,482 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:

1st: Poor turn or manoeuvre Vehicle 002 Very Likely
2nd: Failed to look properly Vehicle 001 Very Likely
VEHICLE 1 WAS PULLING OUT OF CAR PARK OF BRIGHT HORIZONS ONTO GUILDFORD ROAD WITH A VIEW TO TURNING LEFT CYCLIST WAS ON PAVEMENT. VEHICLE 1 STARTED TO PULL AWAY WHEN SHE SAW CYCLIST TO HER LEFT SHE STOPPED BUT CYCLIST COLLIDED WITH THE FRONT OF VEHICLE 1

WO24831/16 Sunday A320- EGLEY ROAD 25 METRES SOUTH OF OLD HILL WOKING
Veh 1 Car Going ahead S to N
Veh 2 Car Going ahead N to S Dri F 61 Serious
R1: A 320 06/11/2016 2107hrs
R2: U Darkness: street lights present a
E 499,724 Wet/Damp
N 157,177 Raining without high winds 40 mph

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
2nd: Exceeding speed limit Vehicle 001 Very Likely
V1 TRAVELLING NORTH ON THE A320 EGLEY ROAD HAS LOST CONTROL AND COLLIDED WITH V2 TRAVELLING SOUTH ON THE A320 EGLEY ROAD.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO30569/16 Tuesday A247 KINGFEILD ROAD AT JUNCTION WITH B381 LOOP ROAD WESTFIELD
Veh 1 Car Going ahead NW to SE Dri M 18 Slight
Veh 2 Car Going ahead NW to SE Dri M 34 Slight
R1: A 247 15/11/2016 1230hrs
R2: B 381 Daylight:street lights present
E 500,814 Dry
N 157,350 Fine without high winds 30 mph

Causation Factor: Failed to judge other persons path or speed
Participant: Vehicle 001
Confidence: Possible
1st: Failed to look properly
2nd: Vehicle 001
Confidence: Possible
VEHICLE 2 HAS SLOWED TO A STOP AS TRAFFIC IN FRONT HAS STOPPED TO ALLOW A VEHICLE TO PULL OVER. WHILST VEHICLE 2 HAS BEEN STATIONERY VEHICLE 1 HAS NOT LEFT ENOUGH SPACE FOR A STOPPING DISTANCE AND AS SUCH HAS HIT INTO THE REAR OF VEHICLE 2

WO35079/16 Friday A320 GUILDFORD ROAD AT JUNCTION WITH MIDHOPE ROAD WOKING
Veh 1 Car Wait go ahead held NE to SW
Veh 2 M/C < 50 cc Going ahead NE to SW Dri F 27 Slight
R1: A 320 18/11/2016 0831hrs
R2: U Daylight:street lights present
E 500,158 Wet/Damp
N 157,671 Fine without high winds 30 mph

Causation Factor: Slippery road (due to weather)
Participant: Vehicle 002
Confidence: Possible
1st: Failed to look properly
2nd: Vehicle 002
Confidence: Very Likely
V1 HAS BEEN TRAVELLING ALONG A320 TOWARDS GUILDFORD AND HAS COME TO A HALT DUE TO TEMPORARILY BEEN HELD BY TRAFFIC TURNING RIGHT INTO MIDHOPE ROAD. V1 HAS STARTED TO PULL OFF AS TRAFFIC AHEAD HAS CLEARED AND V2 HAS COLLIDED WITH REAR OF V1.

WO29037/16 Saturday A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD
Veh 1 Car Turning left NE to SE
Veh 2 Car Going ahead NW to SE FSP F 71 Slight
R1: A 247 19/11/2016 1910hrs
R2: U Darkness: street lights present a
E 500,717 Wet/Damp
N 157,488 Raining without high winds 30 mph

Causation Factor: Failed to look properly
Participant: Vehicle 001
Confidence: Very Likely
V1 WAS WAITING TO EXIT ELMBRIDGE LANE AT THE JUNCTION WITH AND ONTO KINGFIELD ROAD. V1 HAS PULLED OUT WITHOUT LOOKING PROPERLY WHILST V2 WAS PASSING THE JUNCTION AND HAS COLLIDED WITH THE FRONT NEARSIDE OF THE BUMPER OF V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO43697/16 Tuesday A320 EGLEY ROAD AT ENTRANCE TO GARDEN CENTRE WOKING
Veh 1 M/C > 500 cc O/take m/veh o/side N to S
Veh 2 Car Turning right N to W Dri F 38 Slight
R1: A 320 29/11/2016 1230hrs
R2: U Daylight:street lights present
E 499,647 Dry
N 156,378 Fine without high winds 40 mph

Causation Factor: Dazzling sun
Participant: Vehicle 001
Confidence: Very Likely
MOTORCYCLE HAS OVERTAKEN STATIONARY AND SLOW MOVING VEHICLES HELD BY TEMPORARY TRAFFIC LIGHTS. INVOLVED CAR HAS BEGUN TO TURN RIGHT INTO JUNCTION OF THE GARDEN CENTRE CAUSING MOTORCYCLE TO VEER OFF AND CRASH THROUGH WORK RESTRICTED AREA IN TO DIRT AND SA

WO38760/16 Wednesday A320 EGLEY ROAD AT JUNCTION WITH ACACIA AVENUE WOKING
Veh 1 Car Turning right NW to NE
Veh 2 Pedal cycle Going ahead SE to NW Dri M 28 Slight
R1: A 320 14/12/2016 1830hrs
R2: U Darkness: street lights present a
E 499,851 Dry
N 157,367 Fine without high winds 40 mph

Causation Factor: Failed to judge other persons path or speed
Participant: Vehicle 002
Confidence: Very Likely
1st: Cyclist wearing dark clothing at night
2nd: Vehicle 002
Confidence: Possible
3rd: Failed to look properly
Confidence: Very Likely
VEHICLE HAS TURNED RIGHT ACACIA AVENUE AND A CYCLIST HAS COLLIDED WITH HIS VEHICLE.

GU45953/16 Thursday A320 EGLEY ROAD WOKING
Veh 1 Bus/coach Going ahead N to S Seat F 20 Slight
15/12/2016 1700hrs
R1: A 320 Darkness: street lighting unkno
E 499,657 Dry
N 156,605 Fine without high winds 30 mph

Causation Factor: Other
Participant: Vehicle 001
Confidence: Possible
BUS BRAKED HARDLY CAUSED THE PASSENGER TO FALL

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO41419/16 Friday B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD
Veh 1 Car Turning right W to S Dri F 52 Slight
Veh 2 Car Going ahead S to N Dri F 22 Slight
R1: B 380 16/12/2016 0744hrs
R2: U Darkness: street lighting unkno
E 500,452 Dry
N 156,739 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 001 Very Likely
VEH 1 HAS TURNED RIGHT OUT OF WESTFIELD AVENUE ONTO WESTFIELD ROAD. V2 WAS TRAVELLING ALONG WESTFIELD ROAD AND HAS COLLIDED INTO THE SIDE OF V1.

WO51119/17 Thursday B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD
Veh 1 Car Turning right W to S Dri M 41 Slight
Veh 2 Car Going ahead S to N Dri M 22 Slight
R1: B 380 19/01/2017 1720hrs
R2: U Darkness: street lights present a
E 500,451 Dry
N 156,738 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Poor turn or manoevre Vehicle 001 Possible
VEHICLE 1 APPROACHED T JUNCTION AND STOPPED. DRIVER OF VEHICLE 1 WAS FLASHED BY A VEHICLE APPROACHING FROM THE LEFT AND PERCEIVED THE WAY AHEAD TO BE CLEAR. DRIVER OF VEHICLE 1 MADE A RIGHT HAND TURN INTO THE PATH OF VEHICLE 2 THAT WAS APPROACHING FROM THE RIGHT. VEHICLE 2 STRUCK VEHICLE 1 ON THE OFFSIDE DRIVERS DOOR.

WO50648/17 Friday B380 WESTFIELD ROAD AT JUNCTION WITH NEW LANE WESTFIELD
Veh 1 Car Going ahead LH bend SW to NE Dri M 36 Slight
R1: B 380 20/01/2017 0022hrs
R2: U Darkness: street lights present a
E 500,167 Frost/Ice
N 156,153 Other 30 mph

Causation Factor: Participant: Confidence:

1st: Slippery road (due to weather) Vehicle 001 Very Likely
2nd: Poor turn or manoevre Vehicle 001 Very Likely
3rd: Impaired by alcohol Vehicle 001
VEHICLE 1 WAS TRAVELLING ALONG WESTFIELD ROAD WOKING FROM THE GUILDFORD ROAD DIRECTION. VEHICLE 1 HAS APPROACHED A LEFT HAND BEND ON WESTFIELD ROAD NEAR TO THE JUNCTION OF NEW LANE. VEHICLE 1 WAS TRAVELLING TOO FAST AND HAS FAILED TO NEGOTIATE THE BEND. VEHICLE 1 HAS THEN COME OFF THE ROAD ON THE OFFSIDE HITTING THE KERB AND COLLIDED WITH A TREE

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO62808/17 Friday A247 WYCH HILL LANE AT JUNCTION WITH A247 CLAREMONT AVENUE WOKING
Veh 1 Car Wait go ahead held W to E
Veh 2 Car Going ahead N to E FSP F 24 Slight
R1: A 247 10/02/2017 2100hrs
R2: A 247 Darkness: street lights present a
E 500,406 Wet/Damp
N 157,521 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Junction overshoot Vehicle 001 Possible
2nd: Poor turn or manoevre Vehicle 002 Possible
V1 HAS BEEN STATIONARY WAITING TO GO AHEAD ON WYCH HILL LANE JUNCTION WITH CLAREMONT AVE. V2 WAS TRAVELING ON CLAREMONT AVE TRAVELLING TOWARDS WYCH HILL LANE. V2 AND V1 HAVE THEN COLLIDED AT THE JUNCTION. V1 HAS COLLIDED INTO THE SIDE OF V2.

WO58565/17 Wednesday A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD
Veh 1 Car Going ahead NW to SE Dri M 39 Slight
Veh 1 Car Going ahead NW to SE Ped M 9 Slight
R1: A 247 22/02/2017 1650hrs
R2: U Daylight:street lights present
E 500,717 Wet/Damp
N 157,490 Raining without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Road layout (eg bend, hill etc.) Vehicle 002 Very Likely
2nd: Disobeyed Give Way or Stop sign or markings Vehicle 002 Very Likely
3rd: Following too close Vehicle 002 Very Likely
4th: Junction overshoot Vehicle 002 Very Likely
5th: Failed to look properly Vehicle 002 Very Likely
VEHICLE 1 HAS BEEN TRAVELLING ALONG KINGFIELD ROAD TOWARDS OLD WOKING WHEN VEHICLE 2 HAS PULLED OUT OF ELMBRIDGE LANE AND HIT THE NEAR SIDE OF VEHICLE 1 CAUSING DAMAGE TO BOTH DOORS AND FRONT LEFT BUMPER OF VEHICLE 2

WO65059/17 Friday A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING
Veh 1 Car Stopping S to N
Veh 2 Car Stopping S to N Dri F 55 Slight
Veh 3 Car Starting S to N RSP M 4 Slight
R1: A 320 24/02/2017 0815hrs
R2: U Daylight:street lights present
E 499,705 Dry
N 156,942 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:

1st: Poor turn or manoevre Vehicle 003 Possible
V3 WAS DRIVING TOWARDS WOKING TOWN CENTRE ALONG EGLEY ROAD AND A BUS PULLED INTO THE BUS STOP STATIONARY. V3 PULLED AROUND THE BUS AND SHUNTED THE BACK OF V2 CAUSING IT TO SHUNT FORWARDS AND HIT THE BACK OF V1.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO64226/17 Monday A320 GUILDFORD ROAD 80 METRES SOUTH OF MAYFORD ROAD WOKING
R1: A 320 13/03/2017 1444hrs
E 500,058 Dry
N 157,514 Fine without high winds 50 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 001 Possible
 VEHICLE 3 (POLICE VEHICLE) WAS TRAVELLING SOUTH. VEHICLES 1 AND 2 WERE BOTH TRAVELLING NORTH. VEHICLE 2 THEN SLOWS AND COMES TO A STOP AND VEHICLE 1 COLLIDES WITH THE REAR OF VEHICLE 2.

WO76575/17 Tuesday B380 WESTFIELD ROAD AT JUNCTION WITH NEW LANE WOKING
R1: B 380 18/04/2017 1530hrs
R2: U Daylight:street lights present
E 500,177 Dry
N 156,162 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 001 Possible
2nd: Failed to look properly Vehicle 002 Possible
 V1 STATIONARY AT JUNCTION OF WESTFIELD ROAD AND NEW LANE WOKING WHEN V2 DROVE INTO THE REAR OF V1

WO78362/17 Wednesday B380 GUILDFORD ROAD AT ENTRANCE TO CAR WASH MAYFORD
R1: B 380 26/04/2017 1230hrs
E 499,768 Daylight:street lights present Wet/Damp
N 156,000 Fine without high winds 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 002 Very Likely
 IT APPEARS THAT VEHICLE 1 WAS STATIONARY WAITING TO TURN RIGHT INTO CAR WASH AND VEHICLE 2 HAS DRIVEN INTO THE BACK OF VEHICLE ONE.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO78332/17 Saturday B380 VICARAGE RD AT JUNCTION WITH ASHCOMBE PARADE KINGFIELD
R1: B 380 29/04/2017 2130hrs
R2: U Darkness: street lights present a
E 501,053 Dry
N 156,992 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 001 Possible
2nd: Failed to look properly Vehicle 002 Possible
 V1 HAS JUST LEFT MINI ROUNDABOUT AND WAS SLOWING TO TURN TO GO INTO SAINBURY'S. V2 HIT REAR IN TRYING TO PASS V1 AND FRONT OF V1 IN LEAVING. V2 LEFT SCENE MAKING NO ATTEMPT TO STOP

WO81018/17 Saturday A247 KINGFIELD ROAD AT JUNCTION WITH A247 CLAREMONT AVENUE WOKING
R1: A 247 29/04/2017 2235hrs
R2: A 247 Darkness: street lights present a
E 500,419 Dry
N 157,509 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Impaired by alcohol Vehicle 001 Very Likely
 DRIVER HAS MOUNTED PAVEMENT AND HIT GIVEWAY SIGN CAUSING THE VEHICLE TO ROLL ONTO ITS SIDE.

WO89316/17 Tuesday A320 EGLEY ROAD AT ENTRANCE TO WYEVALE GARDEN CENTRE WOKING
R1: A 320 16/05/2017 1115hrs
R2: U Daylight:street lights present
E 499,647 Dry
N 156,377 Fine without high winds 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to signal/Misleading signal Vehicle 002 Very Likely
2nd: Failed to look properly Vehicle 001 Very Likely
 V1 HAS BEEN EXITING GARDEN CENTRE ONTO A320 EGLEY ROAD WITH INTENTION OF TURNING RIGHT TOWARDS GUILDFORD. MEANWHILE V2 WAS TRAVELLING ALONG THE A320 IN A NORTHERLY DIRECTION. V1 HAS PULLED OUT INTO THE PATH OF V2 AND BOTH VEHICLES HAVE SUSTAINED FRONT EN

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO93334/17 Saturday 27/05/2017 2040hrs
A320 EGLEY ROAD AT JUNCTION WITH A320 GUILDFORD ROAD MAYFORD WOKING
Veh 1 M/C > 500 cc Going ahead N to S Dri M 38 Slight
R1: A 320
R2: A 320 Darkness: street lighting unkno
E 499,586 Dry
N 156,119 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Loss of control Vehicle 001 Very Likely
VEHICLE 1 HAS ENTERED THE ROUNDABOUT SOUTHBOUND AND LOST CONTROL CAUSING RIDER AND MOTORCYCLE TO LEAVE CARRIAGEWAY OFFSIDE.

WO95579/17 Saturday 17/06/2017 1008hrs
A247 KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD KINGFIELD
Veh 1 Car Going ahead E to W Dri M 36 Slight
Veh 2 Car Going ahead E to W RSP F 2 Slight
Veh 2 Car Turning right W to S Dri F 87 Serious
R1: A 247
R2: U Daylight:street lights present
E 500,492 Dry
N 157,483 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Dazzling sun Vehicle 001 Possible
V1 TRAVELLING WEST ALONG THE A247 KINGFIELD ROAD. V2 TRAVELLING OPPOSITE WAY ON SAME ROAD. AS V1 HAS REACHED THE JUNCTION OF WESTFIELD AVENUE V2 HAS PULLED ACROSS THE JUNCTION STRIKING V1.

WO00521/17 Monday 03/07/2017 1853hrs
B380 WESTFIELD AVENUE AT ENTRANCE TO OLD WOKING RECREATION CLUB WESTFIELD
Veh 1 Car Wait to turn right S to E
Veh 2 Car Stopping S to N
Veh 3 M/C > 125 cc Going ahead S to N Dri M 20 Slight
R1: B 380
Daylight:street lights present
E 500,468 Dry
N 156,783 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 003 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 003 Very Likely
V1 & V2 HAVE STOPPED NORTHBOUND ON WESTFIELD AVENUE WHERE V1 WAS WAITING TO TURN RIGHT. V3 HAS FAILED TO SEE THE VEHICLES WERE STATIONARY AND HAS RIDEN INTO THE REAR OF V2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO09514/17 Sunday 30/07/2017 0755hrs
WESTFIELD AVENUE AT JUNCTION WITH BONSEY LANE WESTFIELD
Veh 1 Car Turning right SW to E
Veh 2 Pedal cycle Going ahead E to W Dri M 52 Slight
R1: U 3699
R2: U Daylight:street lights present
E 500,432 Wet/Damp
N 156,745 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely
V2 HAS BEEN CYCLING APPROACHING THE JUNCTION OF BONSEY LANE. V1 HAS EMERGED FROM BONSEY LANE WITHOUT GIVING WAY AND INTO THE PATH OF V2 CAUSING A COLLISION

WO14499/17 Sunday 20/08/2017 0746hrs
A320 EGLEY ROAD JUNCTION WITH A320 EGLEY ROAD WOKING
Veh 1 Car Starting E to W
Veh 2 Pedal cycle Going ahead E to W Dri M 44 Serious
R1: A 320
R2: A 320 Daylight:street lights present
E 499,573 Dry
N 156,075 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
V2 TRAVELLING WEST AROUND THE ROUNDABOUT WHEN V1 WHICH WAS ALSO TRAVELLING WEST AROUND THE ROUNDABOUT HAS COLLIDED WITH THE V2 CAUSING SIGNIFICANT INJURIES TO THE RIDER

WO21553/17 Thursday 14/09/2017 1215hrs
A320 EGLEY ROAD JUNCTION WITH A247 WYCH HILL LANE WOKING
Veh 1 Car Turning left E to S
Veh 2 Pedal cycle Going ahead N to S Dri M 62 Slight
R1: A 320
R2: A 247 Daylight:street lights present
E 500,114 Dry
N 157,571 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 001 Very Likely
V1 HAS BEEN TRAVELLING ALONG WYCH HILL LANE HEADING FROM THE DIRECTION OF OLD WOKING HEADING TOWARDS THE ROUND ABOUT ON EGLEY ROAD. V2 (THE PEDAL CYCLE) HAS BEEN ON THE ROUNDABOUT. V1 HAS INTENDED TO TAKE THE LEFT HAND EXIT ONTO EGLEY ROAD HEADING IN THE

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO27541/17 Saturday B380 WESTFIELD ROAD OUTSIDE 'EASTERN ORIENTAL RESTAURANT' WESTFIELD
R1: B 380 30/09/2017 1035hrs
 Daylight:street lights present
E 500,398 Dry
N 156,590 Fine without high winds
 30 mph

Causation Factor: Sudden braking
Participant: Vehicle 002
Confidence: Possible
 V2 STOPPED BEHIND V1. V3 HIT V2 TO THE REAR.

WO48584/17 Tuesday A247 KINGSFIELD ROAD OUTSIDE KINGSFIELD ARMS PUBLIC HOUSE KINGFIELD
R1: A 247 05/12/2017 1610hrs
 Darkness: street lighting unkno
E 501,061 Dry
N 157,092 Fine without high winds
 30 mph

C1 WAITING OUTSIDE KINGFIELD ARMS PUB TO COLLECT CHILDREN IN PARKED VEHICLE 1. V2 HIT V1 FOR UNKNOWN REASON AND FAILED TO STOP.

WO57201/18 Wednesday B380 GUILDFORD ROAD AT JUNCTION WITH BOURNE WAY MAYFORD
R1: B 380 03/01/2018 1628hrs
 Darkness: no street lighting
E 499,749 Dry
N 156,008 Fine without high winds
 30 mph

Causation Factor: Defective steering or suspension
Participant: Vehicle 001
Confidence: Very Likely
 Careless/Reckless/In a hurry
 Vehicle 001
 Very Likely

V1 HAS BEEN TRAVELLING ALONG GUILDFORD ROAD FROM EGLEY ROAD TOWARDS WESTFIELD AND V2 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION. V1 HAS SWERVED IN TO THE PATH OF V2 HITTING THE OFFSIDE. V2 HAS SPUN AROUND CAUSING IT TO FACE THE OPPOSITE DIRECTION AND

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO57402/18 Wednesday B380 VICARAGE ROAD AT JUNCTION WITH A247 KINGFIELD ROAD KINGFIELD
R1: B 380 10/01/2018 0558hrs
 Darkness: street lights present a
E 501,081 Wet/Damp
N 156,993 Fine without high winds
 30 mph

Causation Factor: Failed to look properly
Participant: Casualty 001
Confidence: Very Likely

V1 (PUBLIC BUS) VICARAGE ROAD TOWARDS R/B INTENDING TO TURN LEFT INTO KINGFIELD ROAD JOGGER RUNNING ALONG PATH ON NEAR SIDE OF BUS IN SAME DIRECTION. JOGGER STOPPED AT KERB WHEN BUS APPROACHING JUNCTION. V1 HAD TO GO TO THE RIGHT OF THE ROAD TO MANOEUVRE

WO61981/18 Thursday A247 KINGFEILD ROAD AT ENTRANCE TO WOKING SPORTS CENTRE KINGFIELD
R1: A 247 25/01/2018 1605hrs
 Daylight:street lights present
E 500,541 Wet/Damp
N 157,483 Fine without high winds
 30 mph

Causation Factor: Travelling too fast for conditions
Participant: Vehicle 002
Confidence: Very Likely
 Disobeyed double white line
 Vehicle 002
 Very Likely

V HAS BEEN TRAVELLING ON THE CYCLE LANE/ FOOTPATH FROM HOE VALLEY SCHOOL. ON THE APPROACH TO KINGFIELD ROAD V2 HAS CROSSED THE ROAD BETWEEN PARKED CARS AND HAS COLLIDED WITH V1 WHICH HAS TURNED INTO THE ROAD FROM KINGFIELD ROAD. V2 HAS THAN COLLIDED WITH

WO65273/18 Friday B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD CLOSE WESTFIELD
R1: B 380 26/01/2018 1637hrs
 Darkness: street lights present a
E 500,734 Wet/Damp
N 156,929 Fine without high winds
 30 mph

Causation Factor: Failed to judge other persons path or speed
Participant: Vehicle 001
Confidence: Very Likely
 Following too close
 Vehicle 001
 Possible
 Failed to signal/Misleading signal
 Vehicle 002

V2 HAS BEEN TRAVELLING WESTFIELD ROAD WOKING TOWARDS OLD WOKING AT A SLOW SPEED HAVING EXITED A LOCAL PROPERTY AND INTENDING TO TURN RIGHT TO TURN AROUND. V1 HAS BEEN TRAVELLING BEHIND V2. V1 HAS HIT THE OFFSIDE FRONT DOOR OF V2 CAUSING COLLISION AND BOTH

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO88835/18 Friday B380 WESTFIELD ROAD OUTSIDE 20/04/2018 MC COLLS WESTFIELD
R1: B 380 1702hrs
Daylight:street lights present
E 500,511 Dry
N 156,869 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
2nd: Disobeyed double white line Vehicle 2 Very Likely
3rd: Vehicle door opened or closed negligently Vehicle 2
VEHICLE 1 REVERSES INTO V2 DELIBERATELY AND DRIVES OFF FROM SCENE

WO92584/18 Monday A320 EGGLEY ROAD AT JUNCTION 14/05/2018 WITH ALMOND ROAD WOKING
R1: A 320 1605hrs
R2: U Daylight:street lights present
E 499,706 Dry
N 156,940 Fine without high winds 40 mph

Causation Factor: Participant: Confidence:
1st: Disobeyed double white line Vehicle 3 Very Likely
V1 TRAVELLING NORTH STOPS WAITING TO TURN RIGHT INTO ALMOND AVENUE. V2 STOPS BEHIND V1. V3 FAILS TO STOP AND COLLIDES INTO THE REAR OF V2 PUSHING IT INTO THE REAR OF V1.

WO00366/18 Monday B380 WESTFIELD ROAD OUTSIDE 11/06/2018 NO.67 WESTFIELD
R1: B 380 1250hrs
Daylight:street lights present
E 500,325 Dry
N 156,384 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Dazzling sun Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Very Likely
3rd: Vehicle door opened or closed negligently Vehicle 2
V1 HAS BEEN TRAVELLING ALONG WESTFIELD ROAD TOWARDS GUILDFORD WHEN IT HAS COLLIDED WITH V2 ROYAL MAIL VAN PARKED AT THE SIDE OF THE ROAD.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Area in Woking
Sites ("DJB/VECTOS/WOKMAY")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

WO11291/18 Wednesday B380 VICARAGE ROAD OUTSIDE 18/07/2018 NO.18 KINGFIELD
R1: B 380 1900hrs
Daylight:street lights present
E 500,908 Dry
N 156,962 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Disobeyed double white line Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Possible
3rd: Dazzling sun Vehicle 1
V2 HAS STOPPED DUE TO PEDESTRIANS CROSSING. V1 HAS COLLIDED WITH THE REAR OF V2.

WO17656/18 Tuesday B380 VICARAGE ROAD AT 31/07/2018 JUNCTION WITH A247 HIGH STREET OLD WOKING
R1: B 380 1050hrs
R2: A 247 Daylight:street lights present
E 501,084 Dry
N 156,993 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 2 Very Likely
V1 SLOWING DOWN VICARAGE ROAD FOR THE ROUNDABOUT. V2 SAME DIRECTION AS V1 AND BEHIND HITS THE REAR OF V1 AND SHUNTS V1 FORWARD.

WO28587/18 Sunday WESTFIELD ROAD AT ENTRANCE TO 09/09/2018 EASTERN AND ORIENTAL RESTAURANT WESTFIELD
R1: B 380 1730hrs
Daylight:street lights present
E 500,392 Dry
N 156,572 Fine without high winds 30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 2 Possible
V1 IN PROCESS OF TURNING RIGHT V2 HAS OVERTAKEN CAR BEHIND V2 HAS THEN GONE INTO REAR OF V1 CAUSING RIDER OF V2 TO COME OFF.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")
Notes: Area in Woking

APPENDIX J

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

Causation Factor:

WO28451/18 Wednesday A320 EGLEY ROAD AT ENTRANCE TO HOE VALLEY SECONDARY SCHOOL WOKING
19/09/2018 1603hrs
R1: A 320 Daylight:street lights present
E 499,650 Dry
N 156,481 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh
2nd: Crossed road masked by stationary veh

Participant:

Casualty 1
Casualty 2

Confidence:

Very Likely
Very Likely

PUPILS WAITING ON THE CENTRAL ISLAND TO CROSS. FILTER LIGHT HAS BEEN TURNING GREEN WITH ONE CAR STATIONARY JUNCTION. THE CASUALTIES HAVE STARTED TO CROSS IN FRONT OF STATIONARY CAR AND COLLIDED WITH V1 PASSING ON A GREEN LIGHT

WO01251/18 Saturday A320 GUILDFORD ROAD SOUTH OF MAYBURY ROUNDABOUT MAYFORD
10/11/2018 1105hrs
R1: A 320 Daylight:street lights present
E 499,574 Wet/Damp
N 156,003 Raining without high winds
40 mph

Causation Factor:

1st: Impaired by alcohol
2nd: Impaired by drugs (illicit or medicinal)

Participant:

Vehicle 4
Vehicle 4

Confidence:

Possible
Possible

V1 V2 V3 ALL STATIONARY ON THE APPROACH TO THE MAYFORD ROUNDABOUT. V4 IS BEHIND ON THE OPPOSITE SIDE OF THE ROAD HAS APPROACHED STATIONARY CARS AND SWERVED TO NEARSIDE STIKING V3 WHICH IN TURN HAS HIT V2 AND V2 INTO V1.



- Parking Spaces
- Disabled Spaces
- Cycle Store
- Bins
- Core

PARKING SPACES

BLOCK 1: 107 (incl. 14 Visitor Spaces)
BLOCK 2: 121 (incl. 15 Visitor Spaces)
BLOCK 3: 129 (incl. 11 Visitor Spaces)
BLOCK 4: 119-LG / 141-B (incl. 13 Visitor Spaces)
BLOCK 5: 106-LG / 114-B (incl. 11 Visitor Spaces)

Plus 3 Community Concierge Spaces, and 20 possible tandem spaces in basement 5

TOTAL: 855 SPACES (791 Resi & 64 Visitor)

(INCLUDING 5% ACCESSIBLE PARKING SPACES)





- Parking Spaces
- Disabled Spaces
- Cycle Store
- Bins
- Core

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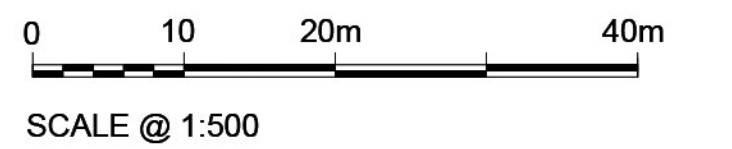
TOTAL: 855 SPACES
 (791 Resi & 64 Visitor)

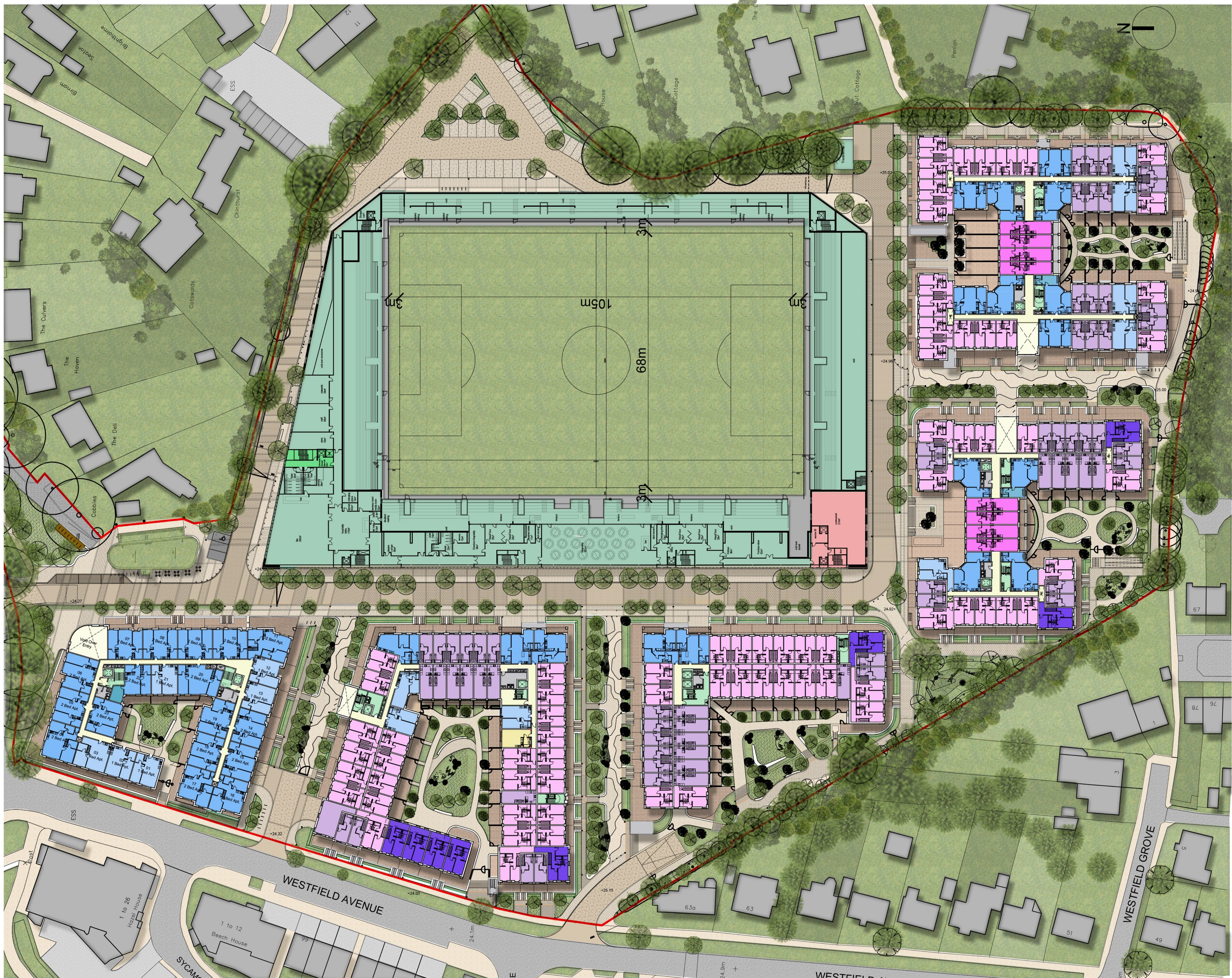
(INCLUDING 5% ACCESSIBLE PARKING SPACES)



KEY

- STUDIO APARTMENT
- 1 BEDROOM APARTMENT
- 1 BEDROOM DUPLEX / TOWNHOUSE
- 2 BEDROOM APARTMENT
- 2 BEDROOM TOWNHOUSE
- 2 BEDROOM UPPER DUPLEX
- 2 BEDROOM LOWER DUPLEX
- 3 BEDROOM APARTMENT / TOWNHOUSE
- COMMUNITY CONCERGE
- COMMERCIAL AREA
- MEDICAL CENTRE
- STADIUM





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0 10 20m 40m
SCALE @ 1:500





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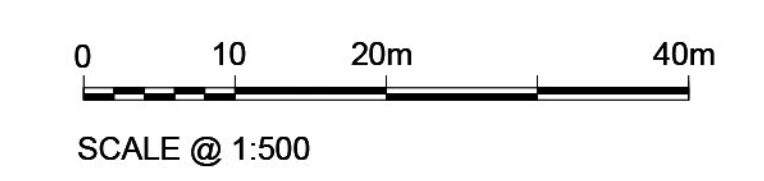
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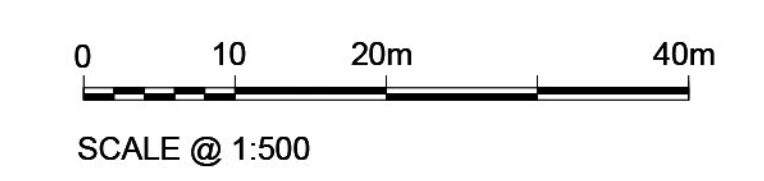


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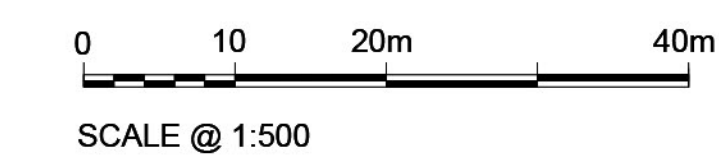
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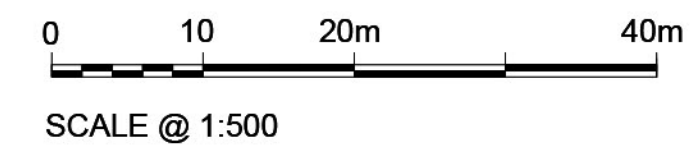
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SCALE @ 1:500





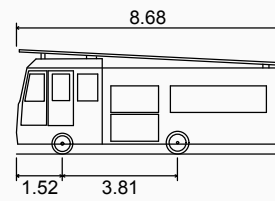
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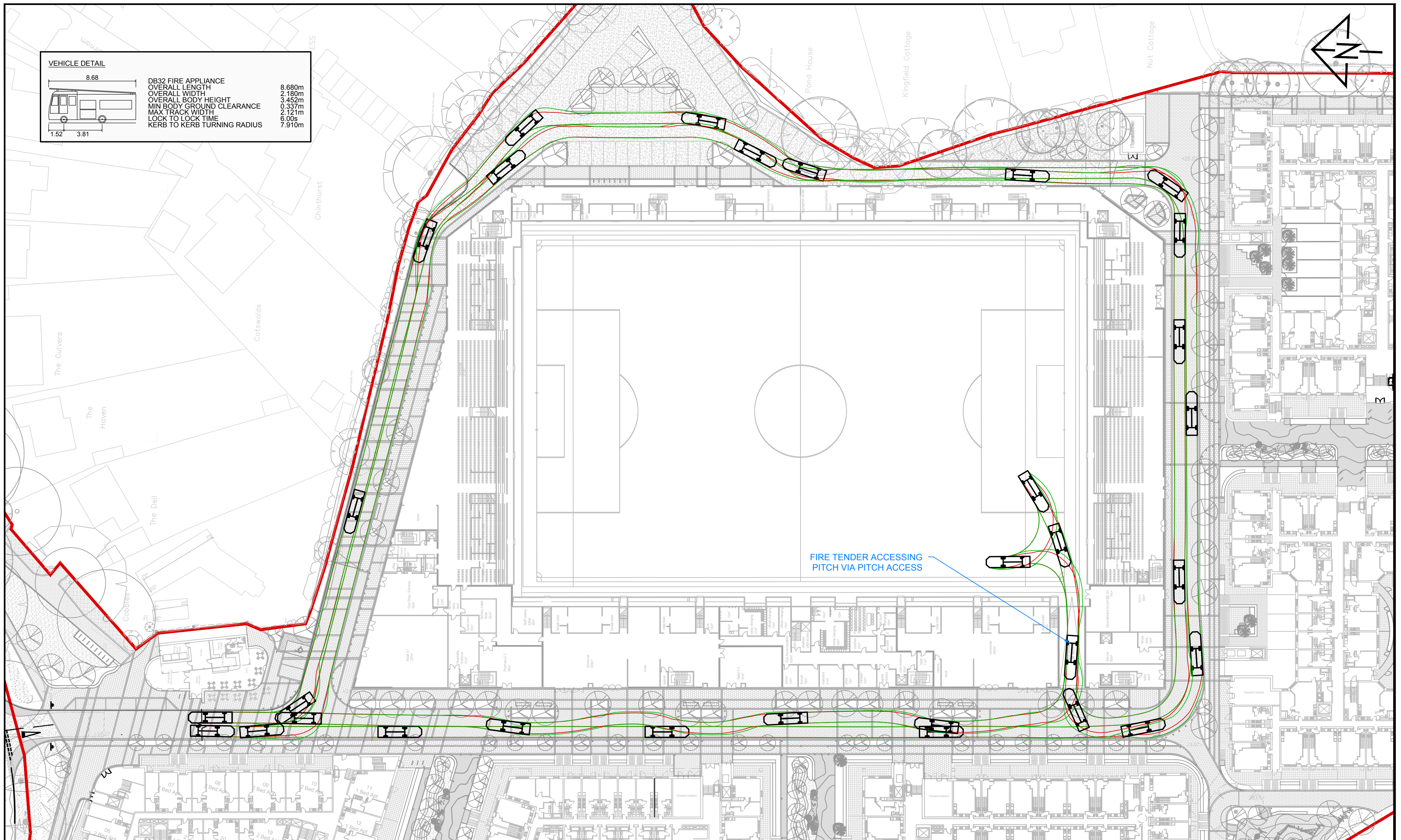
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SCALE @ 1:500

APPENDIX K

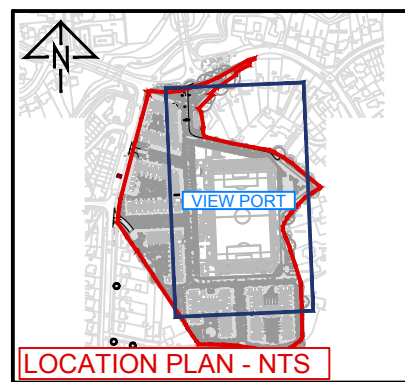
VEHICLE DETAIL



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.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL SITE PLAN SHOWN	SCJ	IS	30/10/19



STATUS: **INFORMATION ONLY**

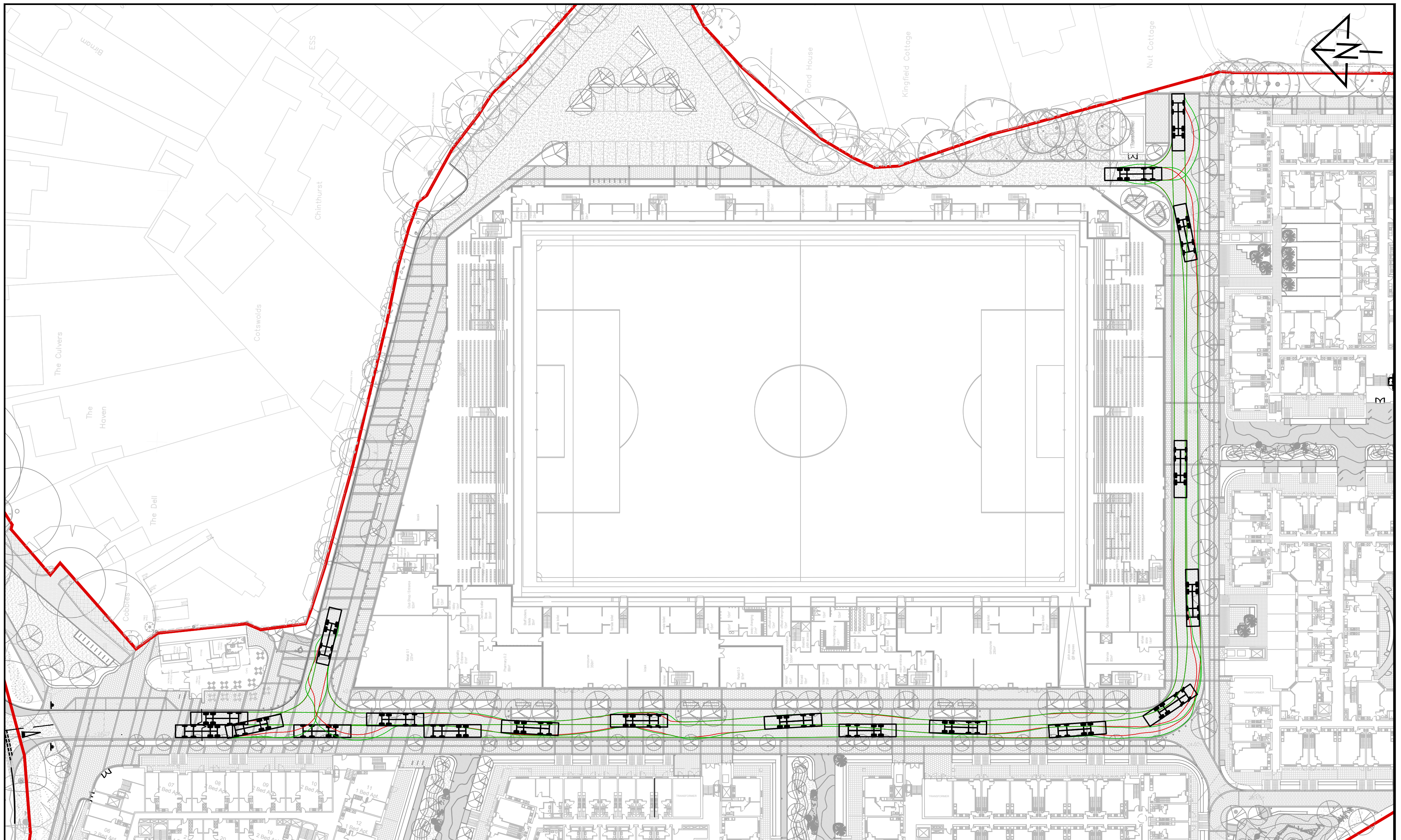
PROJECT: Woking Football Club			
DRAWING TITLE: SWEPT PATH ANALYSIS OF INTERNAL SITE LAYOUT FIRE TENDER			
DRAWN: SCJ	CHECKED: IS	DATE: 09/09/19	SCALE: 1:500 @ A2

CLIENT: **Woking Football Club**

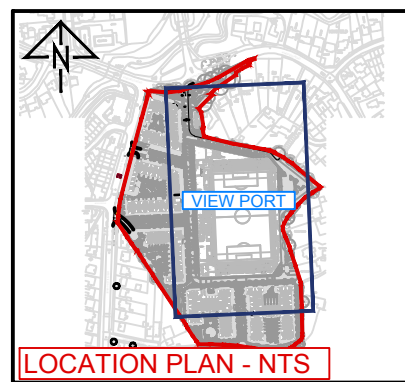
Broad Quay House, Prince Street, Bristol, BS1 4DJ
 t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWING NUMBER: **183923-A04-AT02** REVISION: **A**

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REV.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL SITE PLAN SHOWN	SCJ	IS	30/10/19



STATUS:

INFORMATION ONLY

PROJECT: **Woking Football Club**

DRAWING TITLE: **SWEPT PATH ANALYSIS OF INTERNAL SITE LAYOUT
LARGE REFUSE VEHICLE**

DRAWN:	CHECKED:	DATE:	SCALES:
SCJ	IS	09/09/19	1:500 @ A2

CLIENT: **Woking Football Club**


vectos
 transport planning specialists

Broad Quay House, Prince Street, Bristol, BS1 4DJ
 t: 0117 905 8888 e: enquiries@vectos.co.uk

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APPENDIX L

Construction Traffic Management Plan – Heads of Terms

Woking Football Club, Woking

November 2019

1. This document provides the Head of Terms for a Construction Traffic Management Plan (CTMP) for Woking Football Club, Woking. This document sets out the key areas to be covered by the CTMP.
2. The applicant expects the CTMP to be secured by way of a planning condition, with further detail provided in relation to each of the key sections identified in this document to be provided once a contractor has been appointed.
3. The key sections of the CTMP will be:
 - Construction Logistics Sequence
 - Construction Vehicle Trips
 - Construction Access Points (vehicular, pedestrian and cyclist)
 - Delivery Booking Procedure
 - Abnormal Loads
 - Off Loading Requirements
 - Unauthorised Deliveries
 - Signage (on-site and off-site)
 - Car Parking / Cycle Parking
 - Storage Areas
 - Site Working Hours
 - Security
 - Wheel Wash Facilities
 - Waste Management
 - Site Office Accommodation
 - Site Communications
 - Traffic Management / Vehicle Routing
 - CTMP Management and Monitoring

APPENDIX M

Woking Football Club
Woking Football Club, Woking

Stadium Travel Plan

November 2019

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Figure 6.1	- Park and Stride Car Park Locations

1 INTRODUCTION

- 1.1 Vectos is appointed by Woking Football Club to provide transport advice with respect to the proposed development at Woking Football Club, Woking.
- 1.2 The Woking Football Club Site is located at the current home of Woking Football Club. It is located to the east of Westfield Avenue, north of Westfield Grove, west of Kingfield Road and to the south of Woking Park and central Woking. The Site is located within the Borough of Woking and it is Woking Borough Council (WBC) who are the authority responsible for planning. Surrey County Council (SCC) are the responsible authority for highways.
- 1.3 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.
- 1.4 This Stadium Travel Plan (STP) relates to the stadium only, with particular emphasis on matchday travel, but also with a focus on the day-to-day operation of the stadium and day-to-day travel by regular users of the Site, including staff. A separate Residential Travel Plan has also been prepared for the proposed residential development.

Travel Plan Mission Statement

- 1.5 The overarching aim of the STP is to put in place the management tools deemed necessary to enable users to make more informed decisions about their travel which at the same time minimises the adverse impacts of the Site on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping people from using sustainable modes which in effect self-manages single-occupancy vehicle use.

- 1.6 This STP has been produced in conjunction with an Event Management Plan (EMP). The EMP provides further detail on how the stadium will be managed and operated on matchday, and how travel to and from the stadium will be accommodated.

Structure of Report

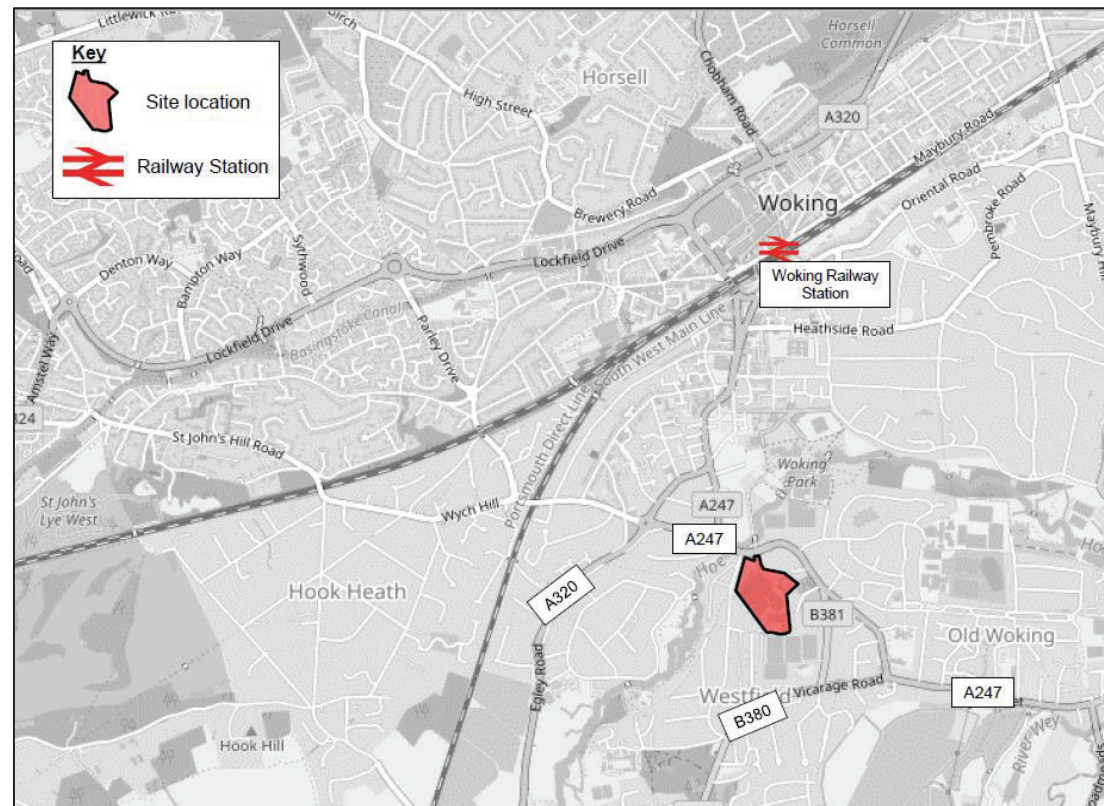
- 1.7 The remainder of this document is structured as follows:
- **Section 2** – sets out the existing situation
 - **Section 3** – describes the development proposals
 - **Section 4** – sets out the objectives and modal share targets for the Site
 - **Section 5** – outlines management structure for the STP
 - **Section 6** – sets out the measures that form the basis of the STP
 - **Section 7** – provides the Monitoring and Review schedule

2 EXISTING ACCESS PROVISION TO STADIUM

Site Location

- 2.1 The Site is the current home of Woking FC, who currently play in the Conference Premier, is located to the south of Woking town centre and west of Kingfield. The site location is shown in **Figure 2.1**.

Figure 2.1 – Site Location Plan



- 2.2 The Site is bounded to the north by Woking Park, to the east by Kingfield Road, to the south by Loop Road Sports Field and to the west by Westfield Avenue.

Accessibility

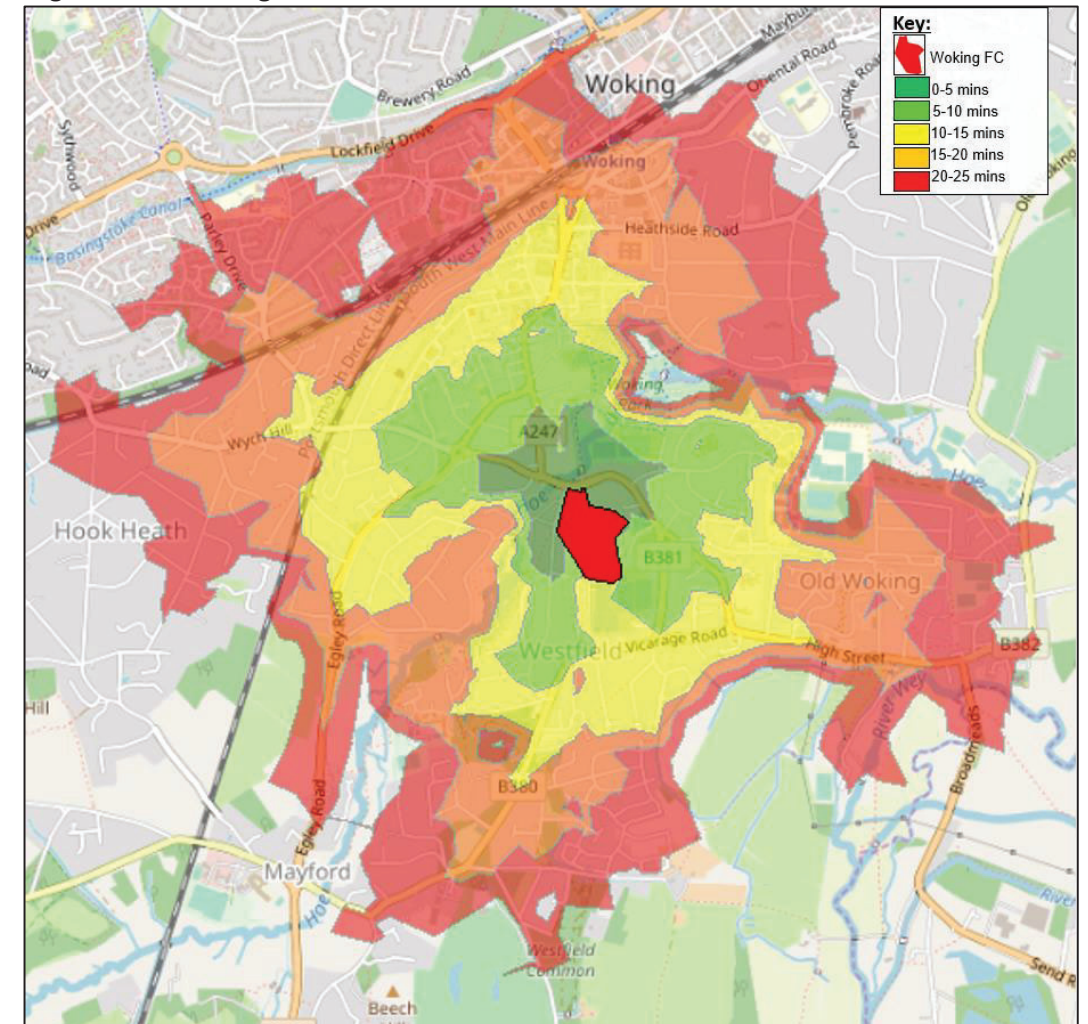
Walking

- 2.3 The Site is located 1.5km from Woking town centre and close to many residential areas. As such, walking presents an attractive option for shorter distance trips by visitors to and from the Site. A recent survey of Woking FC supporters on a matchday indicated approximately

19.3% of supporters walk to the stadium. However, with the introduction of the Matchday Travel Plan and Event Management Plan, this is likely to increase.

- 2.4 **Figure 2.2** indicates the areas that can be reached from the Site on foot within 5, 10, 15, 20 and 25 minutes of walking, assuming an average walking pace of 4.8 kmph.

Figure 2.2 – Walking Isochrones

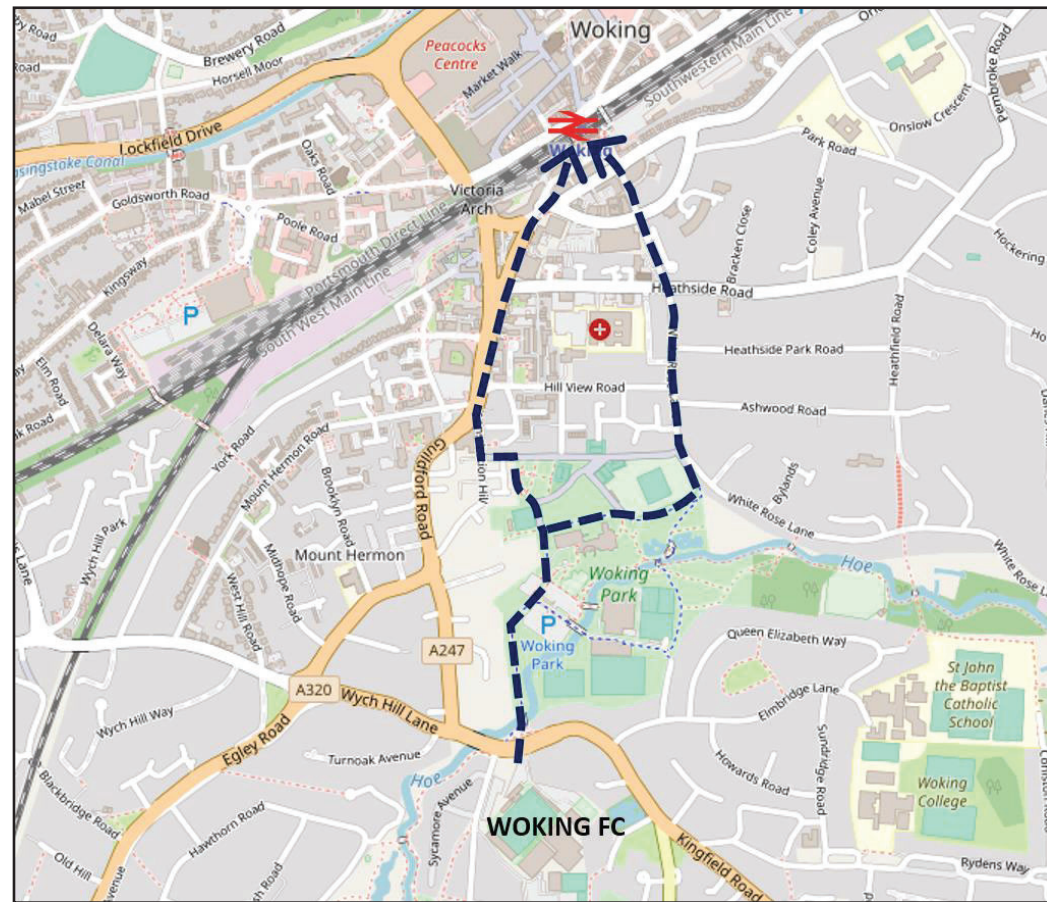


- 2.5 The isochrone indicates that many areas are within walking distance from the Site, including the centre of Woking and the rail station, as well as many surrounding residential areas and local facilities.
- 2.6 Pedestrian routes surrounding the Site are extensive. The key walking routes are as follows:

Route to Woking Rail Station

2.7 At 1.5km, the rail station is within walking distance of the proposed Site, a trip which would take approximately 15 - 20 minutes. There are multiple routes to the station which are suitable for pedestrians, two of which are shown in **Figure 2.3**.

Figure 2.3 – Walking Routes to Woking Rail Station



2.8 From the stadium, both the routes shown in **Figure 2.3** begin by crossing Kingfield Road via the signalised pedestrian crossing and following a wide shared footway / cycleway beside the road into Woking Park and leisure centre. Zebra crossings, dropped kerbs and tactile paving allow the road to be crossed within Woking Park car park.

2.9 The western route proceeds through the leisure centre grounds for circa 200m, before re-joining roadside footways along Constitution Hill and then Guildford Road. On Guildford Road the footway is partly segregated from the vehicular carriageway by verges and planting. Pedestrian and cyclist crossings with dropped kerbs and tactile paving at suitable locations allows the road to be crossed onto Station Approach.

2.10 The eastern route follows footpaths through Woking Park onto White Rose Lane, which has footways on both sides of the carriageway and cycleways marked with white lines on the edge of the vehicular carriageway. The route runs northwards along this road, with zebra crossings in place to facilitate crossing of Heathside Road, Heathside Crescent and Oriental Road. Following these crossings, Station Approach leads into the rail station with wide pedestrian footways.

2.11 Woking railway station can therefore be accessed on foot in a safe and convenient manner.

Route to Town Centre

2.12 The route to the town centre is a continuation of the western route to the rail station. From Guildford Road, the route passes under the railway underpass which has pedestrian footways on both sides of the carriageway. Once in the town centre area, the majority of roads have footways on at least one side, with many wide footways provided throughout for ease of pedestrian movement. A section of Chobham Road through the centre is designated for pedestrian-only access.

Cycling

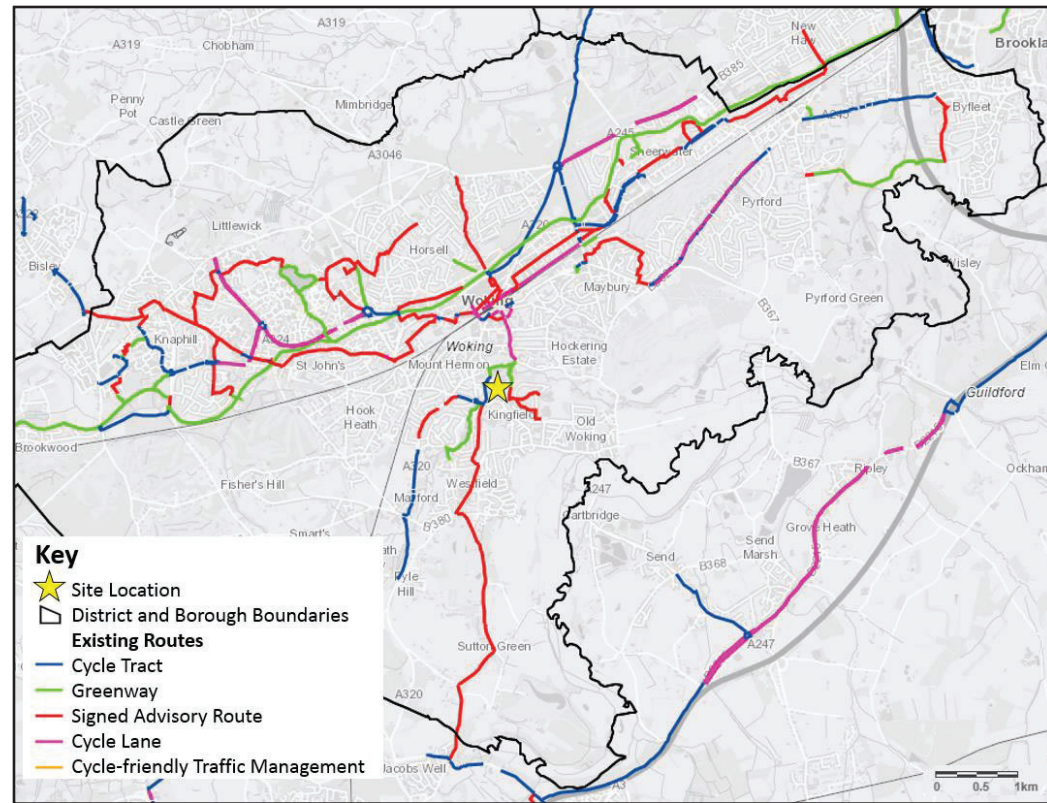
2.13 Cycling is one of the most efficient ways to travel, in terms of number of people per area of carriageway. Central government research explains that for journeys less than 5km cycling has the potential to replace car trips. Given the location of the Site it is likely that visitors would be able to access by cycling from locations such as Woking, West Byfleet, Cobham and Guildford.

2.14 National Cycle Network (NCN) Route 223, which offers both on and off-road cycle routes, can be accessed from the Kingfield Road Junction with Westfield Avenue, where a number of destinations can be reached including Guildford. NCN Route 223 splits to NCN Route 22 at Guildford and provides further access to Portsmouth and South London.

2.15 The Site is accessible by bicycle to Woking railway station entirely through the use of NCN Route 223. Access to NCN Route 223 from the stadium is via the Site Access, and the route then continues through Woking Park and reconnects with the road network on White Rose Lane before continuing to the station with an on-street cycle path. The Surrey Cycle Infrastructure Map, an excerpt of which is given in **Figure 2.4**, shows the formal cycle routes in the area. The map is publicly available through Surrey County Council's website and can be

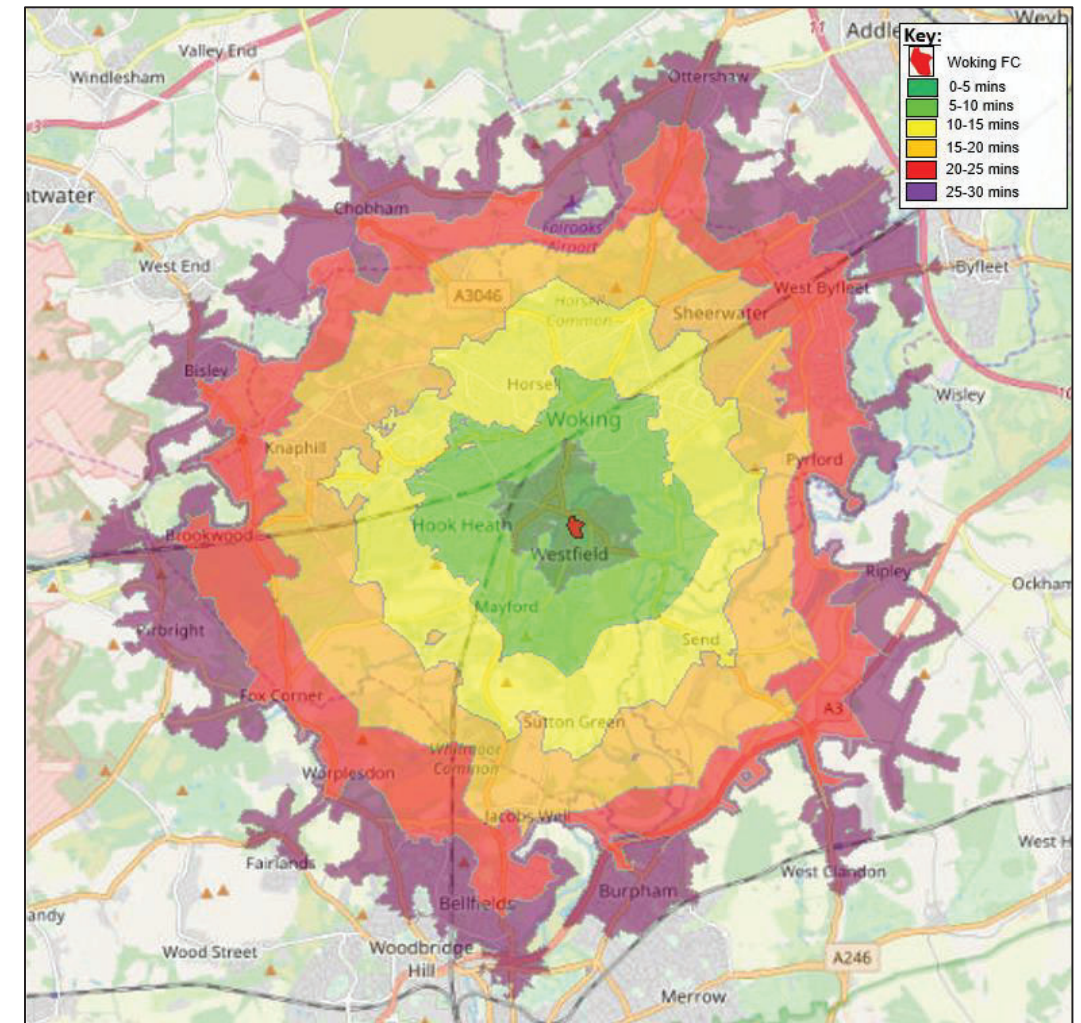
used interactively to view on-route cycle parking locations and on-route road junctions and crossing facilities.

Figure 2.4 – Cycle Infrastructure Map



2.16 **Figure 2.5** depicts the areas accessible within a 30-minute cycling distance of the proposed development, assuming an average speed of 16kmph.

Figure 2.5 – Cycling Isochrones



2.17 The cycling isochrone demonstrates that many areas of Woking are situated within a 5 or 10-minute distance from the Site by bicycle, and therefore cycling presents a very real opportunity for sustainable travel to these areas.

2.18 Furthermore, the entirety of Woking is covered by a 25-minute cycling catchment of the Site. The outskirts of Guildford can also be reached within a 25-minute cycle.

Public Transport

Bus

2.19 There are numerous bus services available in the vicinity of the Site or within a short walk. The closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately north of the Site. The westbound stop is approximately 50m from the Site Access and benefits from a layby, shelter and timetabling information. An image of this stop is given in

Figure 2.6. The closest eastbound bus stop is approximately 75m from the Site access and benefits from a layby, a flag and pole arrangement and timetabling information. An image of this stop is given in **Figure 2.7**.

Figure 2.6 – Westbound Bus Stop on Kingfield Road



Figure 2.7 – Eastbound Bus Stop on Kingfield Road



2.20 **Table 2.1** lists the bus services available from the bus stops on Kingfield Road adjacent to the northern boundary of the Site.

Table 2.1 Summary of Local Bus Services

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
MAX 34	Guildford – Woking – Camberley	40	20	60
73	Woking – Horsell – Chobham	60	60	-
134	Guildford – Woking – Camberley	1 per day	-	-
446	Staines – Chertsey – Woking	60	60	60
462	Guildford – Ripley – Woking	120	120	-
463	Guildford – Merrow – Ripley – Woking	120	120	-
690	Worplesdon – Pirbright – Kingfield Green - Woking	1 per day	-	-
856	Sunbury – Chertsey – Addlestone – Woking – Kingfield Green	2 per day	-	-

2.21 The available bus provision includes regular weekday and Saturday services to central Woking, including Woking railway station, as well as to Guildford and Camberley. Other services which run hourly, two hourly or daily allow travel to a variety of further destinations including Chobham, Ripley and Staines. In total, the Site is typically served by 3-4 services per hour in each direction through the day. Two key bus services operate on a Sunday and provide hourly access to Woking and Guildford.

2.22 A recent survey of Woking FC supporters on a matchday indicated 2.7% of supporters travel by bus to the stadium.

Train

2.23 Woking railway station is located approximately 1.5km to the north of Woking Football Club and can be accessed easily on foot. It is operated by South Western Railway and provides connections to London Waterloo to the east, Basingstoke to the west, and Portsmouth to the south. Services during a weekday run on average every five minutes or less to London, every 15 minutes to Portsmouth, and every ten minutes to Basingstoke. London Waterloo can be used as a node for travel further afield and is accessible by train from Woking railway station within 30-minutes.

2.24 **Table 2.2** sets out the peak hour services and frequencies from Woking railway station.

Table 2.2 Train services from Woking railway station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday	Typical Journey Time (mins)
London Waterloo	17	14	6	30
Basingstoke	6	6	5	20
Portsmouth	5	5	3	75

2.25 A recent survey of Woking FC supporters on a matchday indicated 12.6% of supporters travel by train on a matchday. The development is located within 'Woking 011 Middle Super Output Area'. Census Journey to Work data for this area indicates a total of 11.4% of people travel to work by train each day.

Local Highway Network

2.26 Vehicular access to the Site will be taken from Kingfield Road, utilising the existing point of vehicular access for the football club. Following the development, this access will be used for the community concierge building, the retail and pharmacy uses at the stadium and for large deliveries for the residential units.

2.27 Kingfield Road links with Turnoak Roundabout to the west and the village of Kingfield to the southeast. Kingfield Road dissects a residential area with a single carriageway 30mph route. Pedestrians are able to use footpaths on both sides of the road. There are numerous

pedestrian crossing islands and signal-controlled crossings at all major junctions on Kingfield Road.

2.28 Westfield Avenue borders the western side of the Site boundary. The road links to Kingfield Road to the north and can then be used for onward access to Woking town centre. To the south of Westfield Avenue there is a junction that provides access to Westfield Road, which can then be used to access Guildford.

Summary of Accessibility

2.29 This Site is located in a highly accessible location in terms of the high quality, extensive pedestrian routes, as well as the good provision of cycling infrastructure. Furthermore, its proximity to local bus stops and Woking railway station provide accessibility from destinations further afield. Additionally, both public transport links provide regular weekend services. This will provide a genuine choice for travel to and from the stadium.

3 DEVELOPMENT PROPOSALS

Overview

- 3.1 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.

Active Travel Access

- 3.2 There will be two specific pedestrian access points to the development from Westfield Avenue. These will be to blocks one and two and can be permeated through to the Stadium. Cycle access will be via the vehicle entrances. Further pedestrian accesses are located to the south of the stadium accessible from a public footpath adjacent to the Site.
- 3.3 There will be a network of pathways for cyclists and pedestrians through the Site to allow permeability through the development.
- 3.4 A Schematic Access Plan is shown in **Figure 3.1**.

Figure 3.1 – Schematic Access Plan



Vehicle Access

- 3.5 There will be three points of vehicular access to the Site. There will be two points of vehicular access to the residential development, and one point of vehicular access to the stadium. Both residential accesses will be on Westfield Avenue. The stadium access will be on Kingfield Road. The vehicular access points are shown in the Schematic Access Plan in **Figure 3.1**. The residential vehicle accesses will not be used for football club vehicular access.

Car Parking/Cycle Parking

- 3.6 A total of 60 car parking spaces and 1 coach parking space will be provided for the stadium. The on-site parking for the football club will be primarily for the use of disabled fans and staff. The final level of cycle parking will be agreed with the Council.

4 OBJECTIVES, BENEFITS AND TARGETS

Introduction

4.1 This Section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 7**.

Objectives

4.2 Objectives are the high-level aims of the Travel Plan and help to give the Travel Plan direction and provide a clear focus.

4.3 The Travel Plan's overriding objective is to:

“Put in place the management tools deemed necessary so that visitors and staff of the proposed Site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment and surrounding highway network.”

4.4 The sub-objectives are to:

- Establish sustainable travel principals for supporter travel to the stadium;
- Limit impact on the highway network;
- Avoid reliance on car usage, especially single occupancy vehicles;
- Monitor travel outcomes and demands, reacting appropriately to these; and
- Provide the necessary tools and options for informed travel choice.

4.5 These objectives will be achieved by introducing a package of physical and management measures that will facilitate travel to and from the stadium by sustainable modes.

Benefits

4.6 The Travel Plan can help deliver benefits to both site users and the wider community.

4.7 The benefits for site users are:

- An excellent opportunity for exercise through cycling and walking;

- The opportunity to save money by using alternative modes of travel to the car; and
- Improved quality, safety and reliability of journeys to and from matches.

4.8 The wider community benefits are:

- A more measured level of traffic generated by the development and therefore less impact on the highway network, levels of congestion, air quality and noise;
- Increased pedestrian and cyclist activity in the local area and potential improvements to public transport services available to the local community; and
- A reduction in unnecessary vehicular trips associated with the development and in the local area generally, and an increase in the use of alternative modes of transport, in particular walking, cycling and public transport.

Targets

4.9 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.10 Targets come in two forms – Action Targets and Aim Targets:

- **Action Targets** are non-quantifiable actions that need to be achieved by a particular time; and
- **Aim Targets** are quantifiable actions which can be measured, typically in relation to mode split.

Action Targets

4.11 An initial list of early actions to be implemented includes the following:

- A Travel Plan Co-ordinator (TPC), who in time will be part of the Community Concierge Team, will be appointed at least 6 months prior to the first occupation of the Site;
- To provide travel information to all visitors and staff of the Stadium; and
- To coordinate baseline travel surveys.

Aim Targets

- 4.12 The proposed Travel Plan will aim to reduce the proportion of travel undertaken by single occupancy cars, thus increasing travel by sustainable modes (including car sharing). The target reduction will be set against the proportion of single car occupancy vehicles measured during an initial baseline survey undertaken once the new stadium is open. Interim targets during the first 5 years will be set by the TPC.

5 MANAGEMENT STRUCTURE

Introduction

- 5.1 This section sets out the proposed management strategy for the STP and the responsibilities of each stakeholder.

Timescales for Travel Plan, Responsibilities and Funding

- 5.2 The overall management and implementation of the STP will be the responsibility of the Woking FC. Funding of the Travel Plan will be in accordance with the S106 requirements.

Travel Plan Co-ordinator

- 5.3 Woking FC will appoint the TPC at least 6 months prior to the date of stadium opening. Details of the TPC will be forwarded to Surrey County Council (SCC). In the event that the TPC resigns or is otherwise dismissed from employment for any reason, Woking FC will procure the employment of a replacement TPC as soon as reasonably practicable.
- 5.4 Until such time as the TPC is appointed as outlined above, interim contact details for Travel Plan related queries will be:

Taylor Davis

Vectos

Taylor.davis@vectos.co.uk

0117 905 8888

- 5.5 The primary responsibility of the TPC will be to ensure information for sustainable travel is distributed to visitors and staff.

6 SITE WIDE TRAVEL PLAN MEASURES

6.1 This Section of the STP outlines the measures that will be implemented to encourage the use of sustainable transport for travel to and from the Site.

6.2 For completeness, this Section includes physical measures to be implemented as part of the construction of the proposed development, as well as promotional measures implemented as part of the Travel Plan.

Travel Information

6.3 Travel information including bus and train timetables and fare information, and car sharing app information will be provided to visitors of the site to encourage sustainable travel.

6.4 The TPC will endeavour to promote sustainable travel to and from the stadium to all spectators and will maintain communications by the following methods:

- Media release;
- Newsletter;
- Woking FC website;
- Ticket information;
- Use of Woking FCs social media pages / coverage to inform visitors of any changes; and
- Text messages / email / social media.

6.5 On the purchase of a ticket online or in person information relating to alternative transports to the Site will be provided.

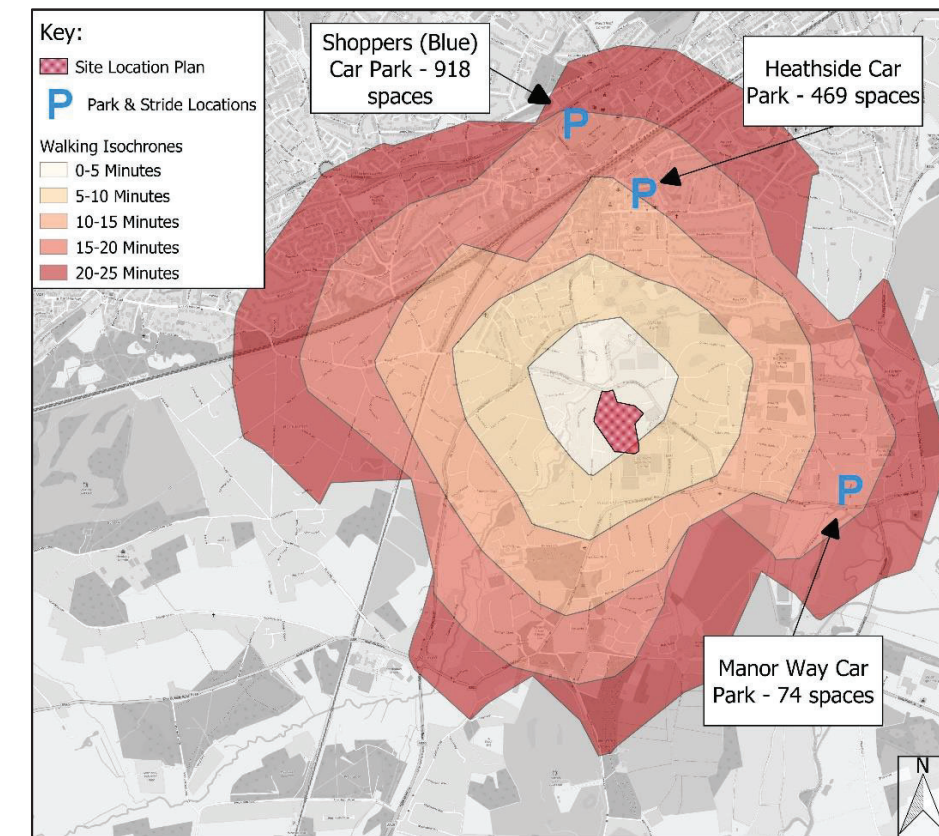
6.6 This information will also be available at all times for Staff.

Park and Stride

6.7 The football stadium is within 1.5km of the town centre and there is a variety of Woking Borough Council-owned car parks that could be promoted to spectators for use on match days. This would provide spectators with a safe place to park, and enable them to park and walk to the stadium. Additionally, this will reduce vehicle traffic surrounding the stadium which is likely to provide better levels of safety for those walking or cycling to the ground.

6.8 Three Council-operated car parks, Heathside, Shoppers (Blue) and Manor Way, could all be promoted to spectators. The location of each of these car parks are presented in **Figure 6.1**.

Figure 6.1- Park and Stride Car Park Locations



6.9 The car parks will be signed for spectators, together with the walking routes from the car parks to the stadium. The walking distance from each car park to the stadium is between 1,200m – 1,600m, a circa 15 minute walk. In total, the three car parks will contribute a total of 1,461 car parking spaces.

Wayfinding

6.10 Wayfinding signs for pedestrians will be erected at key locations around the stadium to indicate key off-site pedestrian routes. Information on the most direct pedestrian routes between the stadium and the town centre / railway station / park and stride locations will be promoted and made available to all ticket holders.

Cycle Parking

6.11 Cycle parking will be provided in convenient locations around the stadium. The exact number of cycle parking spaces to be provided will be agreed with the Council. The usage of cycle parking will be monitored and additional cycle parking spaces may be provided if demand exceeds supply.

Public Transport

6.12 In terms of timetabled bus services, the most relevant service to the Site is Service 34, which is operated by Arriva.

6.13 Service 34 operates generally at the following frequency:

- Weekday Evening – Every 60 minutes;
- Saturday – Every 20 minutes; and
- Sunday – Every 60 minutes.

6.14 In discussions with Arriva, it has been agreed that the best way to increase the number of buses on match days to accommodate additional spectators is to run duplicate buses. Duplicate buses are buses which run on the same route, at the same time, on the same timetable. Duplicate buses do not need to be registered separately as a new service (which typically needs 70 days' notice). Sections of the route can be duplicated, and in this instance the section from Woking rail station to Guildford rail station, via the most local Woking FC bus stop, is deemed the most appropriate section for duplication.

6.15 An example of the timetable which could be duplicated for Saturday match days is presented in **Table 6.1**.

Table 6.1 – Potential Duplicate Match Day Bus Services

Route	Services to be Duplicated	
	Pre-Match	Post-Match
Woking FC to Guildford Rail Station	13:34	17:14, 19:18
Guildford Rail Station to Woking FC	12:48, 14:08	18:05
Woking FC to Woking Rail Station	13:16, 14:36	18:30
Woking Rail Station to Woking FC	13:28	17:08, 19:14

Faxi/Car Sharing

6.16 Faxi, a software development company providing solutions to carpooling, has provided a proposal to implement a Car Pooling service for Woking FC on matchdays. The proposal includes the creation of an open community for Woking FC which can be promoted to the spectators of the club to encourage them to travel together on match days to reduce the proportion of spectators who travel by single occupancy vehicles into Woking.

6.17 Using sensors within the phone, the Faxi application collects location data during the journey for passengers and drivers and records the exchange of unique tokens associated with each Faxi device via Bluetooth. A range of promotional materials could be personalised for Woking FC. This could include flyers, email templates, & posters to enable the promotion of the platform.

Car Club

6.18 Enterprise car club view the stadium development as an excellent opportunity to be part of a sustainable travel plan, and further enhance their offering to the current member base in the Woking area and supplement the provision for their existing fleet of 7 vehicles in the Woking Town Centre area.

6.19 It is proposed that Enterprise will provide up to 15 vehicles for the use of the development. Further benefits of the car club will include:

- Up to 15 vehicles will be provided on-site or on-street, adjacent to the development
- 8 vehicles will be guaranteed, staged across 3 groups of phases
- Members will be able to access all Enterprise Car Club vehicles throughout the UK
- Members will receive a 10% discount with Enterprise Rent-A-Car
- There will be a dedicated Clubhouse team available 24/7
- A 24/7/365 reservation system will be available online, by phone or on our app
- Car club users will have zero vehicle maintenance responsibilities
- Enterprise Car Club will create reports and statistics for the developer and the Council
- Bespoke marketing materials and membership certificates will be provided
- Marketing material will be provided when the Sales & Marketing Suite opens
- Marketing/launch events will be held together with representation at community events

- A dedicated Account Manager will be provided

Cycle Sharing

- 6.20 The applicant will look into the potential of delivering a cycle sharing/cycle hire scheme at Woking FC. The bike sharing scheme will connect to public transport nodes and existing cycling routes surrounding the site.
- 6.21 The location of bicycle hire facility may be located alongside the community concierge building.
- 6.22 To encourage cycling to the stadium, there will be sufficient cycle parking provisions located nearby to the stadium to accommodate for the levels of demand that will occur as a result of the stadium development.

Summary

- 6.23 A wide range of measures are proposed to be implemented both within the design of the Site and following occupation. The STP provides an opportunity to target visitors from the outset, encouraging a change of travel habits to coincide with the provision of the stadium.

7 MONITORING AND REVIEW

- 7.1 The STP will require monitoring, review and revision to ensure it remains effective. All monitoring will be the overall responsibility of Woking FC but will be led by the TPC.
- 7.2 Monitoring will follow best practice guidance where appropriate with reference to the National Planning Practice Guidance (NPPG) and Surrey County Council Travel Plan Good Practice Guidance.

Review Process

Review Accessibility

- 7.3 The first step in the monitoring and review process will be to review the accessibility of the Site in terms of access to all modes of travel, including public transport, walking cycling and journeys by car (car sharing and single occupancy). This information will then be drawn together into a report in order to target where improvements would be beneficial.

Undertake Travel Surveys

- 7.4 Initial surveys will be undertaken to establish existing modes of travel, attitudes towards sustainable modes of travel etc. The TPC will oversee this stage of the process and collate the results. Initial surveys will be undertaken on a matchday once the stadium is open.
- 7.5 The initial surveys will be used to establish the baseline mode share.
- 7.6 Further surveys will be undertaken on an annual basis with yearly reports provided to Woking Borough Council and Surrey County Council.
- 7.7 The timetable for the surveys is outlined in **Table 7.1**.

Table 7.1 -Survey Timeline

Year	Survey
2020	Initial Base Survey
2021	Monitoring Survey
2022	Monitoring Survey
2023	Monitoring Survey
2024	Final Survey

Implementation

- 7.8 The implementation of the STP will be driven forward by the TPC and aim to achieve the targets and objectives of the STP through the implementation of the measures identified.

Monitoring Process

- 7.9 The TPC will produce an annual monitoring report which will demonstrate the extent to which the targets and objectives have been achieved. The monitoring report will include the results of the travel surveys undertaken. This report will be provided to Woking Borough Council and Surrey County Council.

8 ACTION PLAN

- 8.1 The Action Plan outlined below in **Table 8.2** sets out the measures included within the Travel Plan that are directed at influencing travel patterns.
- 8.2 The Action Plan will be revised every year following each Annual Travel Plan Monitoring Surveys.

Table 8.2 Action Plan for Travel Plan Measures

Measures	Notes	Status/ Target Date	Monitoring Method	Responsibility
General				
Appoint TPC		Prior to Occupation		Management
Provision of information	Through various means including on purchase of tickets	From occupation	TPC	TPC
Travel Survey	Annually up to 5 years	From occupation	TPC	TPC
Cycling				
Provision of cycle racks / stands	Amount subject to individual review	As part of construction	N/A	TPC
Provide cycle route maps and other information relating to cycle facilities	Bespoke information printed as necessary	On occupancy	TPC to monitor uptake	TPC
Bicycle Hire/Bicycle Sharing	Provision subject to individual review	To be agreed	N/A	TPC
Walking				
Park and Stride Promotion	Promotion and raising of awareness	From first matchday	N/A	TPC
Pedestrian Wayfinding	Installation of wayfinding signs on important routes	To be agreed	N/A	TPC
Public Transport				
Increased bus services on matchdays	Subject to discussions with bus operators	After occupation and by first matchday	N/A	TPC
Car Access				
Implement Car-Pooling Scheme	Promote Faxi Scheme	From occupation	TPC to monitor	TPC
Car Club Implementation	Promote Car Club use	From occupation	TPC to monitor	TPC

Woking Football Club

Woking Football Club, Woking

Residential Travel Plan

November 2019

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1 INTRODUCTION

- 1.1 Vectos is appointed by Woking Football Club to provide transport advice with respect to the residential development at Woking Football Club, Woking.
- 1.2 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.
- 1.3 The Site is located to the south of Kingfield Road and to the east of Westfield Avenue.
- 1.4 The Site is located within Woking Borough Council (WBC) boundary, within the County of Surrey. Consequently, the relevant highway authority is Surrey County Council (SCC).
- 1.5 This Residential Travel Plan (RTP) has been prepared on behalf of the developer to support a planning application for the redevelopment of the Site. The RTP sets out the overarching principles to be adopted to promote sustainable travel by future residents of the Site.

Travel Plan Mission Statement

- 1.6 The purpose of this Travel Plan is to set out an overarching strategy to ensure that travel made by residents and visitors of the site is carried out in the most sustainable means possible.
- 1.7 The predominant aim of this Travel Plan is to put in place the management tools deemed necessary to enable users to make more informed decisions about their travel which at the same time minimises the adverse impacts of the Site on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping people from using sustainable modes which in effect self-manages single-occupancy vehicle use.

Structure of Report

- 1.8 The remainder of this document is structured as follows:
- **Section 2** – sets out the existing situation
 - **Section 3** – describes the development proposals
 - **Section 4** – sets out the objectives and modal share targets for the site
 - **Section 5** – the management structure for the Framework Travel Plan
 - **Section 6** – sets out the measures that form the basis of the Framework Travel Plan
 - **Section 7** – sets out the Monitoring and Review schedule
 - **Section 8** – contains details on enforcement and remedial action
 - **Section 9** – Action Plan

2 EXISTING CONDITIONS

2.1 This section of the report describes the baseline conditions at the Site, including the accessibility of the Site by sustainable travel modes and the connectivity of the Site to the local highway network.

Site Location

2.2 The strategic site location is presented in **Figure 2.1** and the site location in local context is presented in **Figure 2.2**.

Figure 2.1 – Strategic Site Location

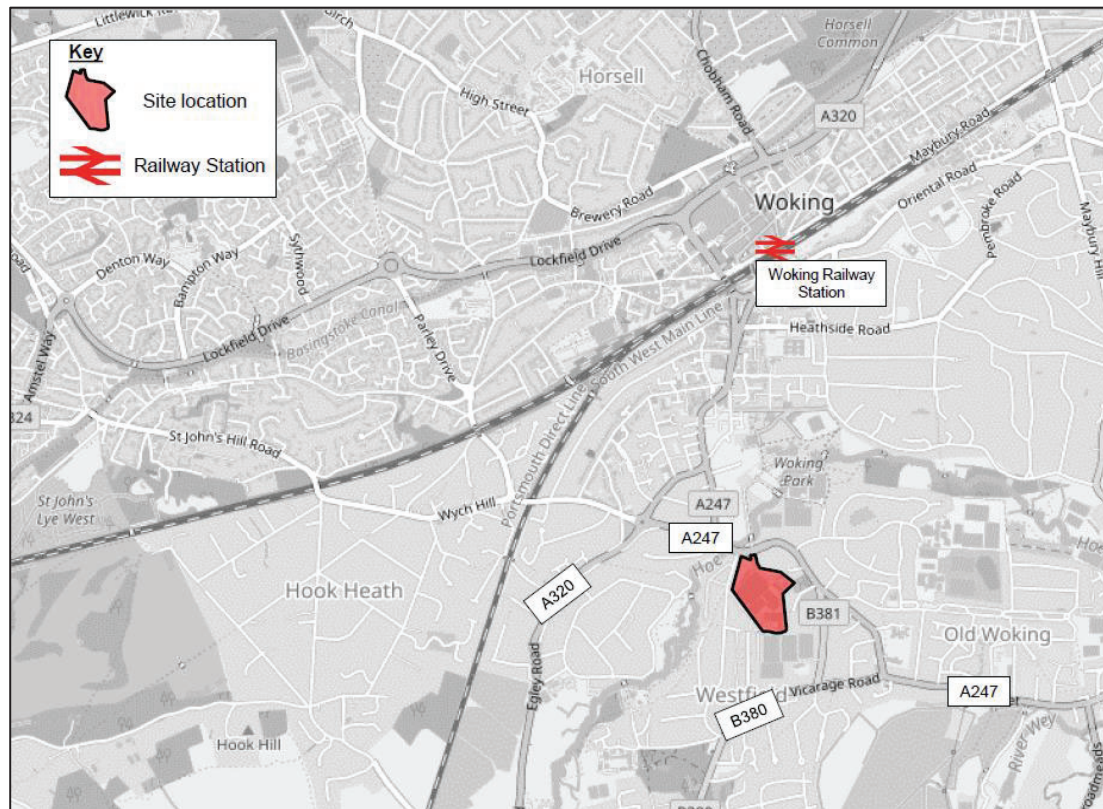
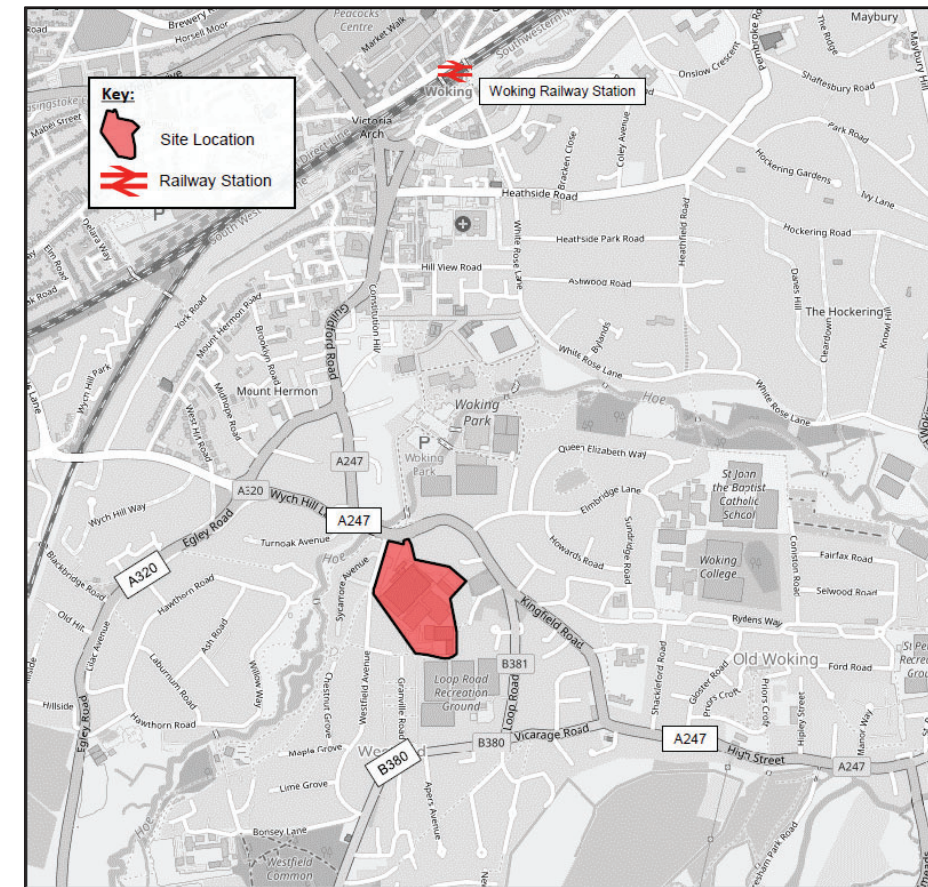


Figure 2.2 – Local Site Location

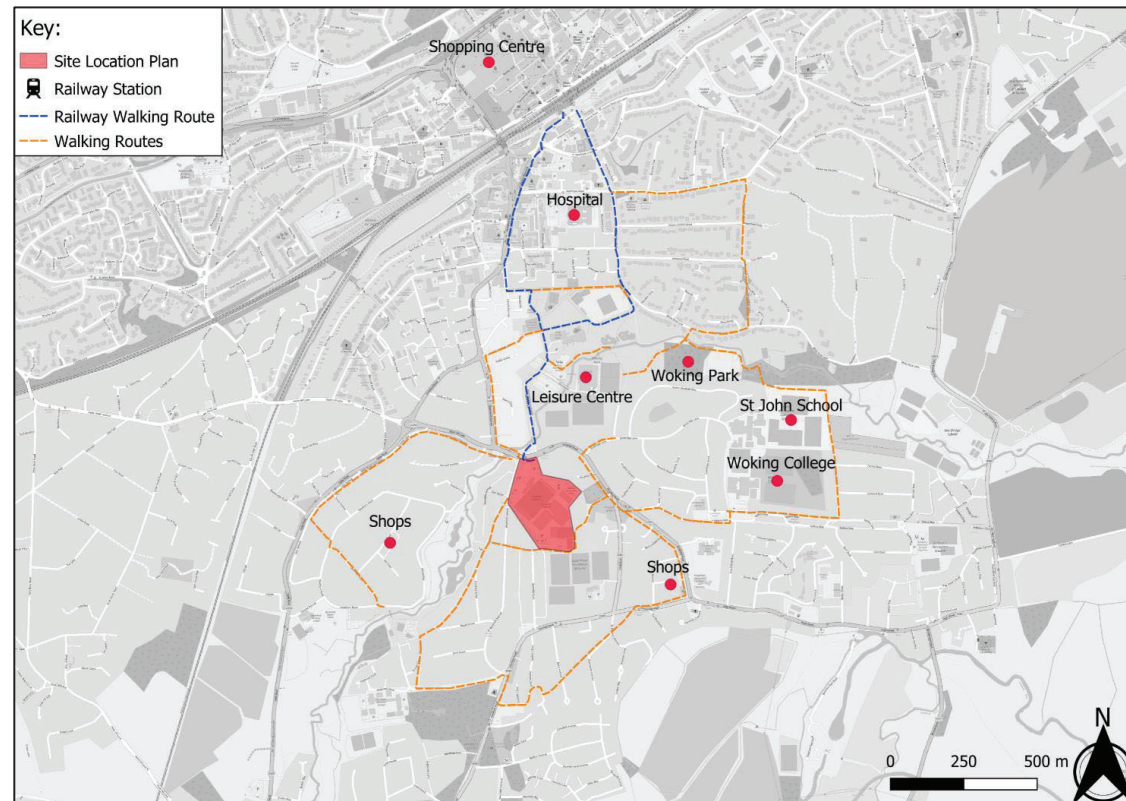


Accessibility by Non-Car Modes

Pedestrian Accessibility

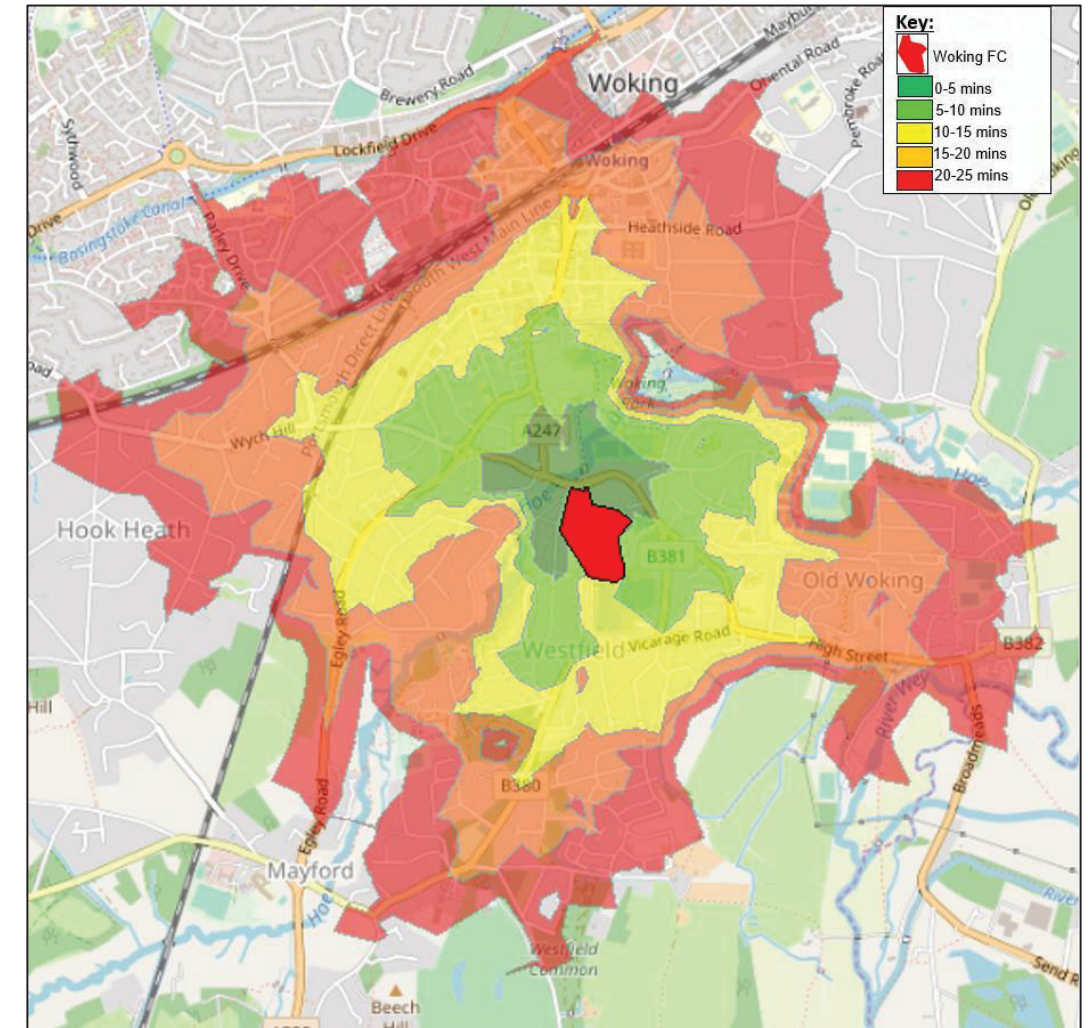
- 2.1 There is a network of pedestrian footways located within Woking on the periphery of the Site. The roads within the town include pedestrian footpaths on both sides of the carriageway and there are crossing facilities at all of the key junctions located within the town.
- 2.2 Pedestrian routes surrounding the site are extensive. The entirety of the route from the site to Woking railway station can be accessed through public footpaths or pedestrian footways. Where public footpaths are not available, there are sufficient footways adjacent to the highway. A plan showing the locations of recommended walking routes (from Surrey County Council) surrounding the site and the anticipated walking route to and from Woking railway station is shown in **Figure 2.3**.

Figure 2.3 – Surrey County Council Recommended Walking Routes



2.3 The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. Central government indicates 2km as being a reasonable guide for an acceptable distance for journeys on foot. Furthermore, the Institution of Highways and Transportation (IHT) guidelines suggests an acceptable walking distance for pedestrians without mobility impairment of 2 km. A walking isochrone is included in **Figure 2.4**.

Figure 2.4 – Walking Isochrone



2.4 The 2 km isochrone indicates that the surrounding area of the Site including Woking railway station, recreational parks and local services and facilities, are accessible on foot from the Site.

Cyclists

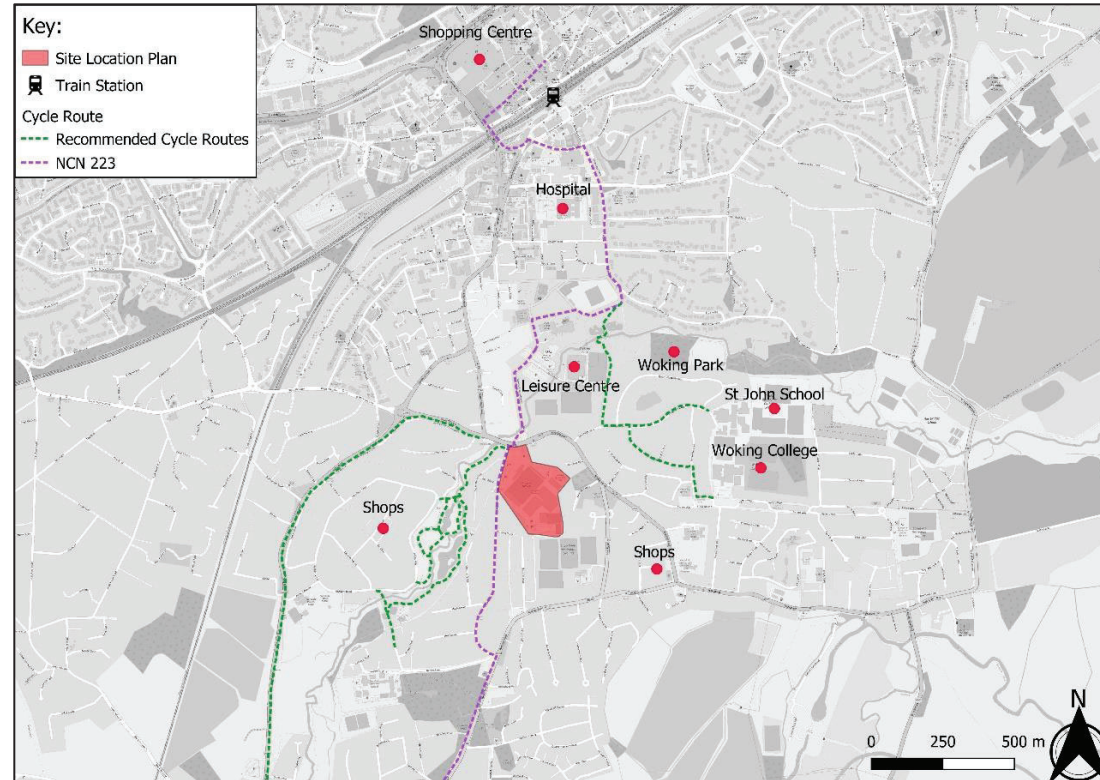
2.5 An on-road cycle route passes the site along the western boundary on Westfield Avenue. This on-road cycle route extends northbound through Woking Park towards the railway station and southbound from the site towards Guildford where the cycle route joins onto National Cycle Network (NCN) Route 22 heading towards Portsmouth or continues on NCN Route 223 towards Brighton.

2.6 All of these on-road cycle routes link with NCN Route 223 to the west which links through Woking before connecting with Guildford to the south and Chertsey to the north. NCN Route

223 provides access to a number of designated cycle routes such as NCN Route 22 to the south which links with South London and Portsmouth, and NCN Route 223 which continues to the south and links with Brighton.

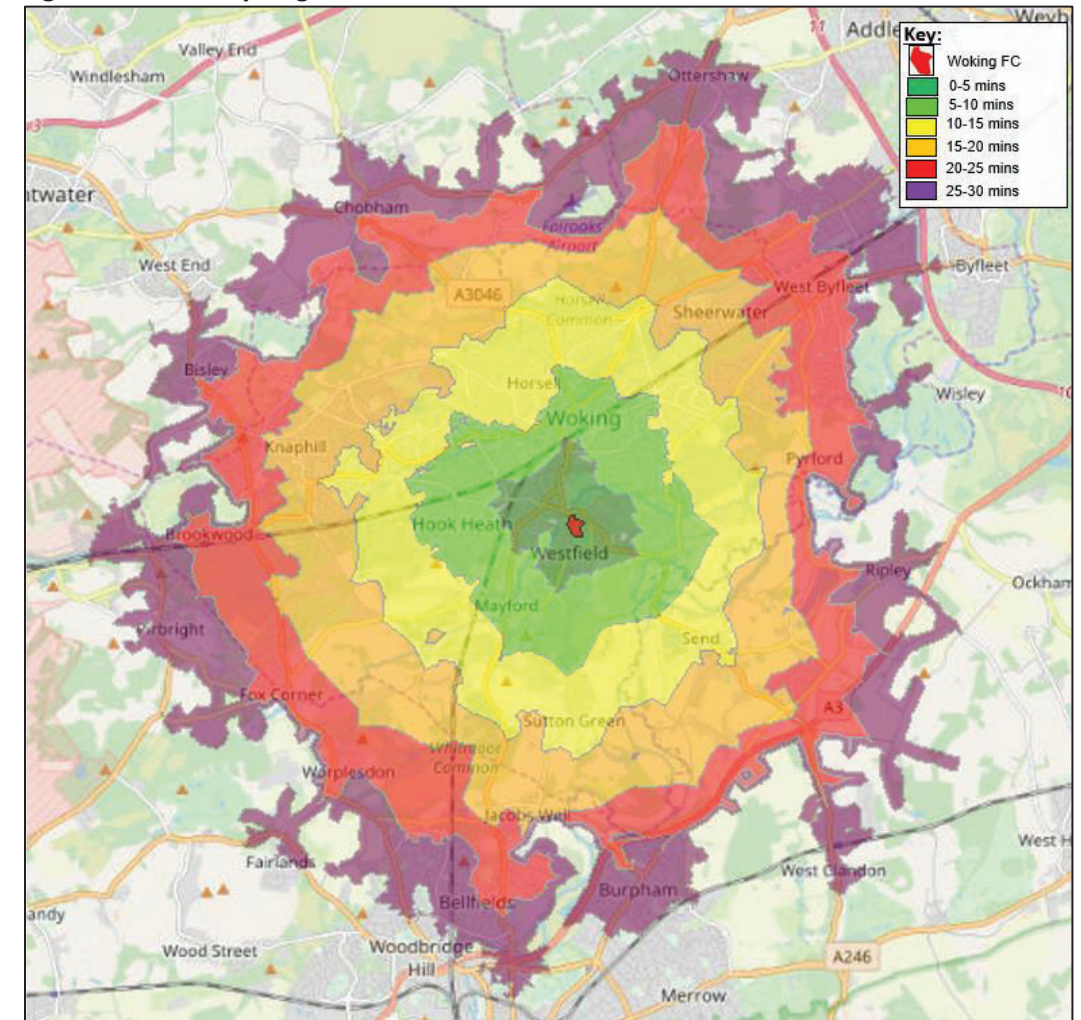
2.7 **Figure 2.5** shows the location of the surrounding cycle routes.

Figure 2.5 – Woking Cycle Routes



2.8 Central government research states that for journeys less than between 5km and 8km cycling has the potential to replace car trips. An 8km isochrone is included at **Figure 2.6**. In reality, particularly with the introduction and increased uptake of electric bicycles, the distance people are prepared to cycle is increasing and journeys to work by bicycle often exceed 8km, and much will depend on personal preference and the type of facilities available to cyclists at the end of their journey such as shower and laundry facilities and bicycle storage.

Figure 2.6 – 8km Cycling Isochrone

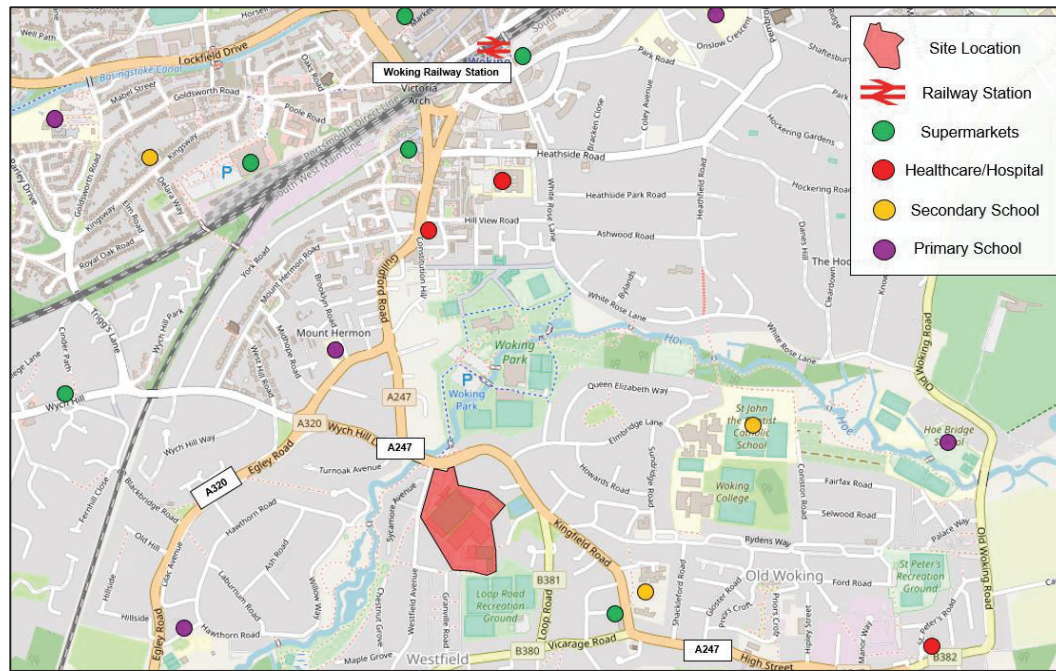


2.9 The 8 km cycling isochrones indicate that the entirety of the town of Woking and its local services and facilities are accessible by bicycle from the site. The outskirts of Guildford can also be reached within the 8km cycling isochrone. The outskirts of Guildford can be reached within a 30-minute cycle from the Site.

Local Amenities

2.10 **Figure 2.7** displays the key local amenities surrounding the site, which are primarily located within Woking to the north and Westfield to the south, with some local amenities also located in Hook Heath. The site is well located in relation to local amenities and services, with schools, healthcare facilities, and retail facilities within close proximity to the site.

Figure 2.7 – Local Amenities Plan



Bus Services

2.11 The closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately north of the Site. The westbound stop is approximately 50m from the Site Access and benefits from a layby, shelter and timetabling information. An image of this stop is given in **Figure 2.8**. The closest eastbound bus stop is approximately 75m from the Site access and benefits from a layby, a flag and pole arrangement and timetabling information. An image of this stop is given in **Figure 2.9**.

Figure 2.8 – Westbound Bus Stop on Kingfield Road



Figure 2.9 – Eastbound Bus Stop on Kingfield Road



2.12 There are currently eight bus services that serve the site. The 73 service operates hourly Monday-Saturday and links the site with Cobham. The 134 service operates once-daily Monday-Friday and links the site with Guildford. The 446 service operates hourly every day and links the site with Staines. The 462 and 463 services operate every hour (alternating between themselves) Monday-Friday and link the site to Guildford and Ripley. The 463 service also serves Merrow. The 690 service operates once-daily Monday-Friday and links the site with Worplesdon. The 864 service operates twice-daily Monday-Friday and links the site to Addlestone and Sunbury. The MAX 34 service operates every 40 minutes Monday-Saturday and hourly on Sunday, this route links the site to Guilford.

2.13 **Table 2.1** lists all of the buses available from the bus stop at Kingfield Road located 50m away from the access to the site.

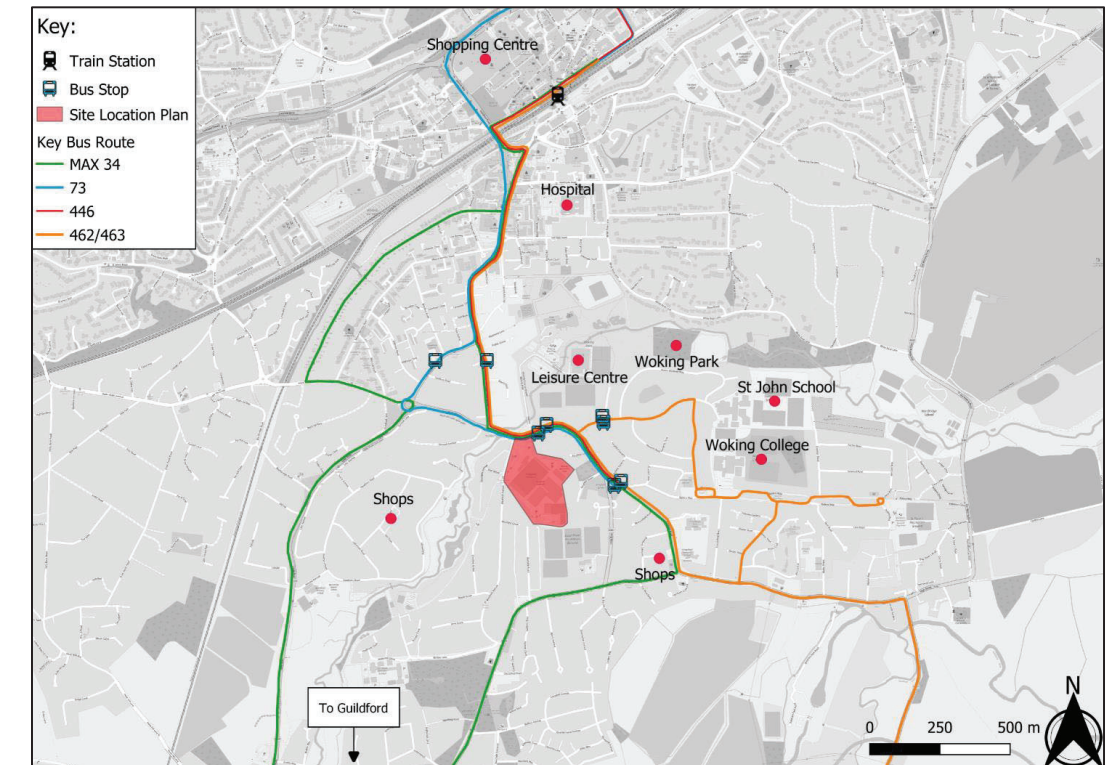
Table 2.1 Summary of Local Bus Services

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
73	Woking – Horsell - Chobham	60	60	-
134	Guildford – Woking - Camberley	1 per day	-	-
446	Staines – Chertsey - Woking	60	60	60
462	Guildford - Ripley - Woking	120	120	-
463	Guildford – Merrow – Ripley - Woking	120	120	-
690	Worplesdon – Pirbright – Kingfield Green - Woking	1 per day	-	-
856	Sunbury – Chertsey – Addlestone – Woking – Kingfield Green	2 per day	-	-
MAX 34	Guildford – Woking - Camberley	40	40	60

2.14 Whilst the services are fairly frequent the MAX 34 service takes circa 30 minutes to connect with Guildford bus station, a transport node that links with a variety of locations within the surrounding area. Woking railway station can be reached within a 15-minute bus journey from the Site.

2.15 The overall level of service is 3-4 buses per hour at peak times. A plan showing the routes taken by the key services operating around the site is shown in **Figure 2.10**. As can be seen, all the key routes provide access to Woking town centre.

Figure 2.10 – Key Bus Services Route



Rail Services

- 2.16 Woking railway station is within walking distance of the Site to the north, approximately 1,500m away. This equates to an approximate 15-minute walk.
- 2.17 Woking railway station, operated by South Western Railway, provides connections to London Waterloo to the East, Basingstoke to the West, and Portsmouth to the south. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. London Waterloo can be used as a node for travel further afield and can be reached within 30-minutes from Woking railway station.
- 2.18 There are 61 cycle racks for cycle parking at the station.
- 2.19 **Table 2.2** sets out the current peak hour services and frequencies from this station.

Table 2.2: Train Services at Woking Station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday
London Waterloo	17	14	6
Basingstoke	6	6	5
Portsmouth	5	5	3

2.20 Planned improvements to the South Western Main Line, which runs from London Waterloo to Weymouth, are scheduled to be undertaken between 2019 and 2024. The improvements which include a flyover at Woking railway station, will enable more trains to operate on this line with safer journeys and reduced disruption.

Mode Split Forecasts

2.21 The programme for Woking Football Club indicates the full development will take approximately 5 years with completion in 2025. The Mobility Strategy will also be phased in line with the development and during the early phases, the actual mode split may be more car-dependent.

2.22 Whilst it is difficult to predict precisely Mobility in 2025, we know from the data we do have, the schemes currently being developed, and the pace of change in our lives, that they will not be the same as they are now. Government policy is directing us towards a more sustainable approach to living, and the economic benefits of Mobility, shared transport, and active travel are becoming evident.

2.23 There is no way of accurately forecasting the future mode split of large-scale residential development. The Journey to Work Census mode split for the output area within which the development is based is a useful starting point. The existing mode split for the MSOA of the Sites area E02006466 is summarised in **Table 2.3**.

2.24 It has been determined that an aimed reduction of 10% of in car travel to /from the Site and an associated increase in sustainable trips is achievable. The future mode split at the site is shown in **Table 2.4**.

Table 2.3 – Output Area Journey to Work Mode Split MSOA E02006466– Census 2011 Data

Mode	Census Data Mode Share
Train	11.4%
Bus	1.9%
Taxi	0.3%
Motorcycle	1.1%
Car Driver	66.7%
Car Passenger	4.9%
Bicycle	4.5%
Walk	8.8%
Other	0.4%
Total	100%

Table 2.4 – Future Mode Split

Mode	Future Mode Share
Train	14.7%
Bus	2.5%
Taxi	0.4%
Motorcycle	1.5%
Car Driver	57.0%
Car Passenger	6.3%
Bicycle	5.8%
Walk	11.4%
Other	0.6%
Total	100%

Summary

2.25 Rail and bus services run on a regular basis to a number of locations from nearby to the Site. Walking and cycling facilities are also of high quality and local to the development.

2.26 Modal analysis suggests there is the opportunity to reduce car use in the local area (especially for work trips) and with the accessibility of the development being considerable to support this conclusion.

3 DEVELOPMENT PROPOSALS

Overview

- 3.1 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.
- 3.2 The site is currently occupied by a football stadium (Woking Football Club); a collection of large-footprint, low-rise buildings, including the Woking Snooker Centre; David Lloyd Leisure Centre (including tennis courts), Woking Gymnastics Club; car parking; and a small number of residential properties (81 Westfield Avenue, Hoe View, Park View and 1-6 Kingfield Road) situated in the north of the site.
- 3.3 Car and Cycle parking has been provided in accordance with Woking parking guidelines. A total of 2,096 cycle parking spaces will be provided for the residential aspect of the development.

Active Travel Access

- 3.4 There are a number of pedestrian and cyclist access points to the development, providing connections to the site from Westfield Avenue, Woking railway station and the centre. The indicative location of each pedestrian and cyclist access point, together with the vehicular access points, is shown in a Schematic Access Plan, which is included at **Figure 3.1**.

Figure 3.1 – Schematic Access Plan



- 3.5 There will be 5 points of pedestrian access and 3 points of cyclist access. Pedestrians will be able to access the site from all directions, whilst cyclist access will be from the north and west. The number of access points will ensure the site is highly permeable for pedestrians and cyclists.

Vehicle Access

- 3.6 Three vehicle accesses to the Site will be constructed. Two will be for the residential developments and one for the football club. The football club entrance will be from the A427 in the North with both residential accesses exiting onto Westfield Avenue.
- 3.7 The proposed layout of the southernmost western access junction on Westfield Avenue will take the form of a priority junction. The proposal is effectively an upgrade of an existing junction which provides access to a David Lloyd fitness centre that is to be relocated. The access in its proposed form will lead to an underground parking area for blocks 3, 4 and 5. In total there is 604 car parking spaces to be served by this access, with a potential for 20 additional tandem parking spaces to be provided in block 5.

- 3.8 A northern vehicular access on Westfield Avenue will be constructed approximately 80m north of the existing David Lloyd junction, this will be an entirely new junction and will be designed to suit the needs of the residential development of block 1 and 2. The proposed access will take the form of a priority junction. The access will lead to an underground residential car park of 228 spaces.
- 3.9 All residential car parking spaces will be fitted with passive electric charging points and the developer is committed to converting these to active charging points when the resident requires. Residents will be asked prior to moving in whether they require an electric charging space and then an active charging point will be fitted. The electric vehicle charging technology is proceeding at a considerable speed, and therefore it is deemed counterproductive to provide active charging points early or before they are required.
- 3.10 There is also the possibility for 20 tandem car parking spaces in the basement under Block 5.
- 3.11 5% of all car parking spaces provided at the underground car parks will be accessible for residents with disabilities.

4 OBJECTIVES, BENEFITS AND TARGETS

Introduction

- 4.1 This chapter sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 7**.

Objectives

- 4.2 Objectives are the high-level aims of the Travel Plan and help to give the Travel Plan direction and provide a clear focus.
- 4.3 The Travel Plan's overriding objective is to:
- “Put in place the management tools deemed necessary so that residents/employees/pupils of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment and surrounding highway network.”*
- 4.4 The sub-objectives are to:
- Raise awareness of sustainable travel modes available to residents;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Encourage good urban design principles that maximise the permeability of the development for walking and cycling;
 - Improve existing infrastructure and ensure connectivity and assimilation both within the development and between the existing wider community; and
 - Avoid reliance on car usage, especially single occupancy vehicles.
- 4.5 These objectives will be achieved by introducing a package of physical and management measures that will facilitate resident travel by sustainable modes.

Benefits

- 4.6 The achievement of the objectives will bring about a wide range of benefits for residents and the broader community as set out. This is in comparison to the situation with no Travel Plan and therefore potentially higher car use:
- 4.7 Resident benefits:
- An excellent opportunity for daily exercise through cycling and walking;
 - The opportunity to save money by using alternative modes of travel to the car; and
 - Improved quality, safety and reliability of journeys to and from work, for leisure activities and education trips.
- 4.8 Wider community benefits:
- A more measured level of traffic generated by the development and therefore less impact on the highway network;
 - Reductions in congestion levels, delay, queuing and safety;
 - On-going improvements to air quality and noise;
 - Improvements to cycle and pedestrian routes and public transport services available to the local community; and
 - A reduction in unnecessary vehicular trips associated with the development and in the local area generally, and an increase in the use of alternative modes of transport, in particular walking, cycling and bus travel.

Targets

- 4.9 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 4.10 Targets come in two forms – Action Targets and Aim Targets:
- **Action Targets** are non-quantifiable actions that need to be achieved by a particular time; and
 - **Aim Targets** are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.11 An initial list of early actions to be implemented includes the following:
- The Site Owner will appoint the Travel Plan Co-ordinator (TPC) at least 6 months prior to the first occupation of the site, who will act as the Residential Travel Co-ordinator;
 - The Transport Review Group (TRG) will be set up at least 6 months prior to the first occupation of the site (The TRG is described later in the plan);
 - The TRG will meet twice a year unless otherwise agreed by the TRG;
 - To provide travel information to all residents of the site; and
 - To coordinate baseline travel surveys.

Aim Targets

- 4.12 Initially, it is proposed that the Travel Plan should aim to reduce the proportion of travel undertaken by single occupancy cars from 66.7% to 57% upon full occupation of the development thus shifting residents to travel by sustainable modes (including car sharing). The target reduction is against the proportion of single car occupancy vehicles measured during the initial travel surveys. Interim targets during the first 5 years will be set by the TRG.
- 4.13 When the site has reached a critical level of occupation as agreed by the TRG, initial travel surveys will be undertaken to determine the actual mode share that is being achieved against which the Travel Plan targets will be measured.
- 4.14 As outlined in the Transport Assessment Mobility Strategy, mode split is determined by trip reason and as such target change has been determined based on these. **Tables 4.1-4.4** outline the suggested modal split targets for year 1,3 and 5 for each trip type.

Table 4.1 – Residential Commuting Modal Change

Travel Mode	Base/Year 1	Year 3	Year 5
Train	11.4%	12.2%	14.7%
Bus	1.9%	2.2%	2.5%
Taxi	0.3%	0.3%	0.4%
Motorcycle	1.1%	1.3%	1.5%
Car Driver	66.7%	61.4%	57.0%
Car Passenger	4.9%	5.6%	6.3%
Bicycle	4.5%	5.1%	5.8%
Walk	8.8%	10.1%	11.4%
Other	0.4%	0.5%	0.6%

Table 4.2 – Travel to Primary Education Modal Change

Travel Mode	Base/Year 1	Year 3	Year 5
Train	0.0%	0.0%	0.0%
Bus	4.0%	4.2%	4.4%
Taxi	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.0%
Car Driver	41.4%	38%	36.0%
Car Passenger	0.0%	0.0%	0.0%
Bicycle	1.8%	1.9%	2.0%
Walk	50.9%	53.3%	55.5%
Other	1.9%	2.0%	2.1%

Table 4.3 – Travel to Secondary Education Modal Change

Travel Mode	Base/Year 1	Year 3	Year 5
Train	2.1%	2.1%	2.2%
Bus	30.7%	31.5%	32.8%
Taxi	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.0%
Car Driver	26.0%	23%	21.0%
Car Passenger	0.0%	0.0%	0.0%
Bicycle	3.5%	3.6%	3.7%
Walk	35.2%	36.3%	37.6%
Other	2.5%	2.6%	2.6%

Table 4.4 – Leisure/Recreation Travel Modal Change

Travel Mode	Base/Year 1	Year 3	Year 5
Train	3.0%	3.2%	3.3%
Bus	4.7%	4.8%	5.0%
Taxi	1.7%	1.7%	1.8%
Motorcycle	0.3%	0.3%	0.3%
Car Driver	38.0%	35.0%	33.0%
Car Passenger	32.7%	33.8%	35.4%
Bicycle	2.4%	2.5%	2.6%
Walk	16.1%	16.9%	17.4%
Other	1.1%	1.1%	1.1%

5 MANAGEMENT STRUCTURE

Introduction

5.1 This section sets out the proposed management strategy for the RTP and the responsibilities of each stakeholder.

Timescales for Travel Plan, Responsibilities and Funding

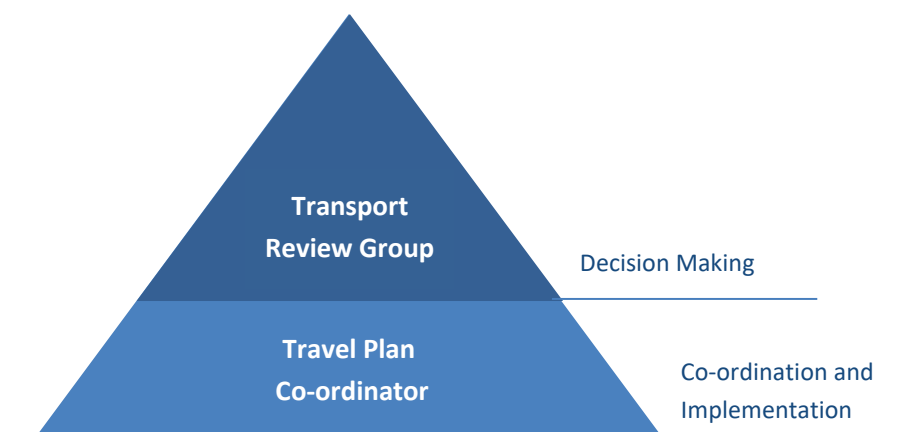
5.2 The overall management and implementation of the RTP will be the responsibility of the Site Owner during the Site build-out period. Funding for measures during this period will be the responsibility of the developer.

5.3 Once complete, responsibility for the Travel Plan is likely to transfer to the Site Management Company who will take on responsibility for the ongoing management and if necessary, funding of the Travel Plan, in accordance with the Section-106 requirements.

Management Structure

5.4 The management structure is illustrated at **Figure 5.1**.

Figure 5.1: Travel Plan Management Structure



Transport Review Group

- 5.5 A Transport Review Group (TRG) will be established at least 6 months prior to first occupation with members taken from the key transport stakeholders and the Site Owner. The scope of the TRG will be as follows:
- Receive monitoring reports relating to the implementation of and performance of the RTP;
 - Monitor the effectiveness of the bus services serving the development;
 - Determine the appropriate course of action if targets within the RTP are not met;
 - Consider any proposals put forward by the Site Owner, or other members of the TRG, to improve the achievement of modal share targets;
 - Consider the case for and, if appropriate, approve amendments to, the RTP; and
 - Consider the need for any actions to mitigate transport impacts of the development identified to the TRG.
- 5.6 The TRG will meet every 6 months from the inaugural meeting or at a different frequency if agreed by the TRG. The inaugural meeting will be called by the TPC at least 6 months before first occupation. The TRG will continue to meet until full occupation of the development or until such time that the TRG decides that it has served its purpose, whichever is the earlier.
- 5.7 The TRG members will be (one voting member each unless indicated otherwise):
- TPC;
 - Site Owner (or representative);
 - Woking Borough Council (WBC);
- 5.8 The TRG will only be able to have a valid, decision taking meeting if there is a representative from each organisation present unless agreed otherwise by the TRG. Decisions are to be taken on a majority vote with each member of the TRG present having a single vote.
- 5.9 It is expected that members of the TRG will have the authority to make day to day decisions. However, in certain circumstances, it is accepted that the TRG member may require to refer the issue back to his/her own organisation. It is assumed that members of the TRG will pass reports on to their respective organisations as appropriate.

- 5.10 The TRG shall not make any decision that would lead to the proposed development having a materially greater environmental impact than assessed in the Final Environmental Assessment for the scheme without the required environmental assessment being undertaken by the Site Owner and agreed by SCC.
- 5.11 The TRG shall at all times be free to consult with other relevant authorities and bodies and shall, with the agreement of the TRG be at liberty to invite persons to attend meetings in a non-voting capacity.

Travel Plan Co-ordinator

- 5.12 The Site Owner will appoint the TPC at least 6 months prior to the date of first occupation. Details of the TPC will be forwarded to WBC. In the event that the TPC resigns or is otherwise dismissed from employment for any reason, the Site Owner will procure the employment of a replacement TPC as soon as reasonably practicable.
- 5.13 Until such time as the TPC is appointed as outlined above, interim contact details for Travel Plan related queries will be forwarded to SCC. The TPC could be an employee of the Site management company or a transport consultancy with experience and expertise in the management and implementation of an RTP.
- 5.14 The primary responsibilities of the TPC are set out below and will be reviewed and amended, where necessary, on a regular basis:
- to help maintain the Site Travel Planning Website to promote more sustainable means of travel, including a car sharing database;
 - To liaise with local transport operators and stakeholders (e.g. bus companies, cycle associations etc.) to discuss potential improvements;
 - to prepare Monitoring Reports as required;
 - to be the primary contact with the authorities with respect to the RTP;
 - to make recommendations to the TRG for any amendments to the mode share targets;
 - to undertake reviews of the RTP and assess the progress towards achieving mode shift targets; and
 - to chair the TRG including calling meetings, setting the agenda (in consultation with other TRG members) and preparing and issuing minutes from meetings.

6 SITE WIDE TRAVEL PLAN MEASURES

6.1 This section of the RTP outlines the measures that will be implemented as part of the design of the Site that will encourage the use of sustainable transport or reduce the need to travel.

6.2 It should be noted that for completeness this section includes physical measures to be implemented as part of the construction of the development, as well as promotional measures implemented as part of the Travel Plan.

Physical Measures & Service Improvements

Masterplan Design

6.3 As described previously, the overarching transport vision for the development is to *“reduce the need to travel off-site wherever possible and practicable. Where travel in the local area and further afield is unavoidable, sustainable means of travel will be supported and incentivised in order to achieve a modal shift away from private car journeys.”*

6.4 In designing the Masterplan for the site, the key design principles were to:

- create a legible, enjoyable and convenient hierarchy of routes into and around the site;
- encourage walking and cycling through a permeable network of streets and pedestrian/cycle routes and to facilitate easy access to bus services, thus making internal car use unnecessary; and
- create an integrated working and residential settlement.

Walking and Cycling

6.5 There will be 5 points of pedestrian access and 3 points of cyclist access. Pedestrians will be able to access the site from all directions, whilst cyclist access will be from the north and west. The number of access points will ensure the site is highly permeable for pedestrians and cyclists.

6.6 Throughout the Site there will be pedestrian and cycle pathways to improve permeability and accessibility. It will also ensure safety when passing through the Site.

6.7 As outlined previously the development is already in a highly sustainable location in regards to walking, cycle and pedestrian transport modes. Local highway infrastructure is of a high

quality with sufficient width and surfacing to enable it to be an attractive mode of transport. Furthermore, there are toucan crossings at the A427 directly north of the Site which is a strategically important route to Woking Railway Station.

6.8 Proximity to local amenities is also of a high-level meaning walking and cycling is an attractive mode.

6.9 Information regarding walking and cycling travel to and from the Site will be distributed on all information boards and within the Welcome Travel pack residents will receive at the Site. The information will include specific routes to key amenities such as Woking railway station, doctors, schools and nearby convenience stores.

Travel Vouchers

6.10 All first new residents of the development will be given the option to receive a free week's travel voucher on local bus services. The TPC will also engage with local rail operators to investigate the possibility of extending the offer to rail travel vouchers.

6.11 This is aimed at encouraging the use of the local transport network beyond the private car and installing habitual behaviours.

Folding Bicycles

6.12 As part of the development all flats will have access to a folding Bicycle. There will be adequate cupboard storage space for these to be stored which will also include a plug for electric bicycle charging. These bicycles will belong to the managing company with resident use being granted in the length of time that they reside at the premises. Residents on moving will not be able to take the bicycle with them.

6.13 This is to further encourage and promote cycling as an attractive and viable mode of transport amongst new residents of the development for the foreseeable future and ensure the sustainability of the Site.

Bicycle Hire

6.14 Alongside the folding bicycle provision, there will also be bicycle hire facilities within the community concierge. This will allow visitors to the Site to also travel sustainably locally and enforce a better travel mindset across the development.

Community Concierge

- 6.15 The Community Concierge will be a free-standing building located at the north of the Site by the access to the football club. This location will be within walking and cycling distance of the entire Site and will be a connector between the Site and the A427.
- 6.16 The Community Hub will mainly operate as a Transport Information Centre (TIC), with information provided in relation to bicycle sharing, car clubs and carpooling. Walking, cycling (active travel) and public transport maps, and public transport timetable information will also be available.
- 6.17 The buildings ancillary function will be to provide a café, parcel storage and a bicycle workshop which will also provide bicycle hire. All parcels delivered to the Site will be stored in this building so as to reduce the light goods vehicles travelling through the Site
- 6.18 The Community Concierge Team will provide a physical presence at Woking Football Club and provide travel advice and assistance to all residents. Personalised Travel Planning (PTP) will also be offered to all residents.

Car Club (Enterprise)

- 6.19 A car club is where several people access and drive the same vehicle. For example, several people in the same community would drive the car on different days of the week.
- 6.20 This means that drivers have access to cars without the need to own them. Access without ownership is becoming more common in modern-day living.
- 6.21 The provision of car clubs encourages residents to adopt more sustainable travel habits and reduce overall levels of car ownership, with the knowledge that should an emergency arise, or the need to run an errand, collect a parcel, or vary their journey in another way, there is a flexible option which can be used as required on-demand.
- 6.22 To promote this a car club will be provided by the management company with all first residents being provided with membership. It is most likely that this service shall be provided by Enterprise a company which has been providing car clubs and car hire across the UK for many years.
- 6.23 The initial proposal provided by Enterprise Car Club is as follows:

- Up to 15 vehicles will be provided on-site or on-street, adjacent to the development
 - 8 vehicles will be guaranteed, staged across 3 groups of phases
 - Each resident will receive a 3-year membership to Enterprise Car Club
 - Each resident will receive a one-off £50 driving credit
 - Members (residents) will be able to access all Enterprise Car Club vehicles throughout the UK
 - Members (residents) will receive a 10% discount with Enterprise Rent-A-Car
 - There will be a dedicated Clubhouse team available 24/7
 - A 24/7/365 reservation system will be available online, by phone or on our app
 - Residents will have zero vehicle maintenance responsibilities
 - Enterprise Car Club will create reports and statistics for the developer and the Council
 - Bespoke marketing materials and membership certificates will be provided
 - Marketing material will be provided when the Sales & Marketing Suite opens
 - Marketing/launch events will be held together with representation at community events
 - A dedicated Account Manager will be provided
- 6.24 It is assumed that this measure will reduce the number of permeant vehicles parking at the Site and will encourage sustainable travel for all journeys not needed to be undertaken by car.

Car Pooling

- 6.25 Alongside the car club, measures to promote the use of a car sharing app, Faxi, will be encouraged for all residents of the Site. A specific community group for the development will be created by the designated TPC and information regarding it will be displayed in the community concierge, communal noticeboards and also in the welcome information packs. The car sharing community will be free to sign up for all new residents.
- 6.26 Faxi is offering a smartphone app and online platform which enables people in communities to identify each other and easily arrange to share journeys. Faxi believes that sharing is

caring and can help reduce congestion, pollution and save people money and time while providing safer and more efficient travel.

- 6.27 Faxi also claims that research suggests that nearly half of people would journey share with someone they know, and through their communities this can be achieved. Promoting car sharing is a good way to reduce single occupancy vehicles and reduce the number of vehicles on the highway network. It is also highly cost-effective for those individuals who use the scheme.
- 6.28 To further promote car sharing, the Travel Plan Co-ordinator will make future residents aware of the national 'Lift Share Week' that takes place annually in October.

Promotional Measures

Information Provision and Marketing

- 6.29 The key to the success of the RTP will be the marketing strategy and information provision to ensure that people are aware of the measures discussed above. Information will be disseminated through the following channels:
- Community notice boards;
 - Bespoke public transport/walking / cycling/community guides created specifically for the development;
 - Welcome packs (tailored for residents) which will contain information on the Travel Plan and sustainable travel;
 - Travel Awareness initiatives and events in conjunction with the Local Authority; and
 - Community/development website detailing travel options.
- 6.30 Types of information:
- Public Transport timetables, infrastructure locations and telephone enquiry lines;
 - Taxi numbers;
 - Community Guides about facilities and services on or near the development;
 - Details of local cycle shops and other links providing advice on basic cycle maintenance;
 - Car sharing/pooling details;
 - Travel Planning websites and contact details; and
 - Information on home shopping websites.

Welcome Travel Information Pack

- 6.31 The Welcome Pack will be produced based on the information in this document which will be updated as appropriate. The Welcome Pack will be distributed to all new residents. This document will be reviewed and updated on a regular basis and consequently reissued if deemed necessary.
- 6.32 It is recommended that the packs contain the following information:
- A summarised version of the Travel Plan document that sets out the purpose and benefits etc.;
 - Timetables and route maps for public transport, particularly buses;
 - A public transport voucher for each first resident of the residential development;
 - Contact numbers and web details for the Traveline Journey Planner;
 - Local taxi company details;
 - Cycling and walking maps for the local area;
 - Web details and apps for any community travel sites and community forum sites;
 - Sustainable Travel or Travel Planning apps;
 - Information on the provided folding bicycle;
 - Service information relating to the community concierge and bicycle hire;
 - Web and other contact details for major retailers offering home shopping facilities; and
 - Contact details for Car Sharing schemes.
- 6.33 The travel information packs will be distributed to all households upon initial occupation at the Site. The packs will also include locations of accessible public transport for those with mobility impairments. Information regarding the website will be included with the travel pack.

Communal Notice Boards

- 6.34 Communal notice boards throughout the Site will also be provided and would allow for continued promotion of the RTP. All notice boards will have a similar layout and content so that they become familiar and accessible to people visiting the various land uses. The notice boards will contain up-to-date public transport information and information detailing cycling and walking opportunities.

6.35 These noticeboards will be located mainly in the entrance halls of each block of flats and also at the community concierge.

6.36 If other locations are deemed appropriate after occupation the TPC will work to install them.

Personal Travel Planning

6.37 The Travel Plan Co-ordinator will organise Personal Travel Planning (PTP) within the development. This focuses on individual households and how they can make sustainable travel choices given their specific lifestyles and needs. PTP will be offered to new households free of charge by the Site Owner. The Travel Plan Co-Ordinator will also consider the option of making this service available to members of the local community.

6.38 Personal Travel Planning advice will always be obtainable from the community concierge.

Walking

6.39 The TPC will promote the Health benefits of walking and explore the possibility of using such schemes as '10,000 steps a day campaign.' Promotion of this will be through the identified channels and noticeboards.

Cycling

6.40 Residents will be provided with information and advice concerning safe cycle routes to the Site, and the TPC will promote the health and economic benefits of cycling through the use of campaigns, such as National Bicycle Week.

6.41 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development. The take up of this discount, if agreed, will be monitored. The TPC will also investigate the potential of discounts on cycle hire from the bicycle hire shop in the community concierge.

Public Transport

6.42 Up-to-date details of bus and train services, including route information and service frequencies, will be provided within resident's welcome packs and will be displayed on the website or app. National Rail and national journey planner apps, websites and enquiry phone numbers will be advertised through all relevant means.

6.43 As previously mentioned, each household will be provided with the option of travel vouchers for use on nearby bus services. The TPC will investigate the possibility of extending this to include rail travel.

Home Deliveries

6.44 The TPC will promote and raise awareness of the potential time, cost and environmental savings of home deliveries. All parcel deliveries will be collected at the community concierge, reducing the need for light goods vehicles to enter the Site.

Smart Technology

6.45 Access to smart technologies will facilitate home working and the ordering of goods online. Services such as health and education could also be accessed online, and this will be promoted to residents.

6.46 In addition, the use of resident smartcards will be investigated. The smartcard would enable residents to access the transport facilities on the site such as the car club and the local bicycle hire. The relevant charge will be registered on the smartcard, and this will be charged to the resident on a regular basis. The smartcard technology will provide a seamless transport experience for all residents.

Summary

6.47 Attitudes, behaviours and technological advances in the sustainable movement will continue to evolve over the next 15 years and beyond. The proposed development can be a catalyst for bringing forward more sustainable travel patterns in the local area.

6.48 A wide range of measures are proposed to be implemented both within the design of the Site and following occupation. The development also provides an opportunity to target residents and employees from the outset, before they form travel habits and therefore are less susceptible to the measures included within this RTP.

7 MONITORING AND REVIEW

7.1 The RTP will require monitoring, review and revision to ensure it remains effective. All monitoring will be the overall responsibility of the Site Owner but will be led by the TPC. Monitoring and review of the RTP will be undertaken in consultation with the TRG.

7.2 Monitoring will follow best practice guidance where appropriate with reference to the National Planning Practice Guidance (NPPG) and Surrey Travel Plan Guidance.

Review Process

7.3 The monitoring and review process are outlined in the following sections.

Review Accessibility

7.4 The first step in the monitoring and review process will be to review the accessibility of the Site in terms of access to all modes of travel, including public transport, walking cycling and journeys by car (car sharing and single occupancy). This information will then be drawn together into a report in order to target where improvements would be beneficial.

Undertake Travel Surveys

7.5 Initial surveys will be undertaken to establish existing modes of travel, attitudes towards sustainable modes of travel etc. The TPC will oversee this stage of the process and collate the results. Initial surveys will be undertaken when 75% of the dwellings have been inhabited.

7.6 The initial surveys will be used to establish the baseline mode share.

7.7 Further surveys will be undertaken on an annual basis with yearly reports being provided to the TRG and WBC.

7.8 The surveys will focus on the following aspects, with the details and contents of each survey to be agreed through the TRG:

- Assessment of the proportion of Single Occupancy Vehicle trips (which will be used to assess the performance of the Travel Plan against Target);
- Monitoring the uptake of car sharing through the Car Share Website;
- Change in Modal Share;
- Patronage of bus services; and

- Travel questionnaires.

7.9 The timetable for the surveys is outlined in **Table 7.1**.

Table 7.1 -Survey Timeline

Year	Survey
2020	Initial Base Survey
2021	Monitoring Survey
2022	Monitoring Survey
2023	Monitoring Survey
2024	Final Survey

Implementation

7.10 This stage of the monitoring and review process refers to the implementation of the FTP. This stage will be informed by the previous three stages and will seek to implement the measures to achieve the targets and objectives of the FTP. The TPC will drive forward this stage of the process.

Monitoring Process

7.11 The TPC will produce an annual monitoring report which will demonstrate the extent to which the agreed full occupancy mode share targets are on track to being achieved. The monitoring report will include the results of the travel surveys undertaken. This report will be provided to SCC.

7.12 The TRG will review the monitoring reports and determine if:

- The RTP is meeting or on track to meet the full occupancy mode share target, and no amendments to the Action Plan or individual unit mode share targets are required;
- The RTP is not on track to meet the full occupancy mode share target, but it is considered that no further action should be taken either because there are remedial actions already in place or because any reasons for divergence from the likely achievement of the full occupancy mode share target are considered reasonable and legitimate.
- The RTP is not on track to meet the full occupancy mode share target, and the TRG considers that remedial measures are necessary additional measures could be implemented. In this case, the remedial actions set out in **Section 8** will be undertaken.

8 ENFORCEMENT AND REMEDIAL ACTIONS

8.1 This section provides a summary of the mechanisms that will ensure compliance with the RTP and the consequences of unforeseen transport impacts being identified.

Residential Travel Plan

8.2 Enforcement of the FTP is considered under the following headings:

- Contractual Conditions; and
- Remedial Actions.

Contractual Conditions

8.3 The Site Owner will use contractual conditions wherever possible to ensure compliance with this RTP by the future occupiers of the development.

Remedial Actions

8.4 Should the TRG determine that the full occupancy mode share targets are not being met or on track to be met and remedial measures are required, then the Site Owner through the TPC will propose measures to improve the achievement of the targets. The proposal will include the estimated cost of implementing the measures.

8.5 If the TRG agree with the remedial measures proposed by the Site Owner, the TRG will authorise expenditure up to the estimated cost of those measures.

8.6 Potential measures could include:

- Improved bus services or demand responsive travel;
- Enhanced pedestrian and cycle routes;
- Additional education and publicity;
- Additional promotion (e.g. of car sharing);
- Innovative transport schemes or new technologies; and
- Incentive schemes.

9 ACTION PLAN

9.1 The Action Plan outlined below in **Table 9.1** sets out the measures included within the Travel Plan that are directed at influencing employee travel.

9.2 The Action Plan will be revised every year following each Annual Travel Plan Monitoring Surveys.

Table 9.1 Action Plan for Travel Plan Measures

Measures	Notes	Status/ Target Date	Monitoring Method	Responsibility
General				
Appoint TPC		Prior to Occupation		Management
Travel Packs for all residents	All residents will be provided a travel pack outlining mobility choices	On occupancy	N/A	TPC
Community Concierge	Ensure optimised to provide best travel advice possible	Prior to occupancy	Review its effectiveness annually	TPC
Resident Travel Survey	Annually up to 5 years	From occupation	TPC	TPC
Cycling				
Provision of cycle racks / stands in basement	Circa 1,000	As part of construction	Spot checks as part of maintenance rounds	TPC
Monitor cycle usage	Monitor Cycle usage and provision of additional spaces as and when demand dictates	Ongoing surveys	Ongoing spot checks, member and staff feedback, annual survey	TPC
Provision of one folding bicycle per flat	Ensure they are left behind if residents move out	On occupancy	N/A	TPC
Provide cycle route maps and other information relating to cycle facilities including concierge bicycle hire	Bespoke information printed as necessary as part of travel pack	On occupancy	TPC to monitor uptake	TPC
Walking				
Health benefits of walking to be promoted (e.g. 10,000 Steps a Day)	Promoted in communal areas of blocks	Continually	NA	TPC
Residents provided with information related to safe walking routes.	As part of Travel Packs or induction sessions	On tenant occupation	NA	TPC
Public Transport				
Notice board with timetable information	Located in communal areas/community concierge	From occupation	Administrative - TPC	TPC

Table 9.1 Action Plan for Travel Plan Measures

Travel Vouchers	Distributed to all first new occupants of residential flats and included in travel packs	From occupation	N/A	TPC
Car Access				
Implement informal Car-Pooling Scheme	Promote Faxi Scheme	From occupation	TPC to monitor	TPC
Enterprise Car Club	All first occupants will be added to the scheme and 15 vehicles will be provided	From occupation	TPC to monitor uptake	TPC

APPENDIX N

Woking Football Club

Woking Football Club, Woking

Event Management Plan

November 2019

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1 INTRODUCTION

- 1.1 Vectos is retained by Woking Football Club to provide transport and highways advice in relation to a proposed development at Woking Football Club, Woking.
 - 1.2 The Woking Football Club site is located at the current home of Woking FC. It is located to the east of Westfield Avenue, north of Westfield Grove, west of Kingfield Road and to the south of Woking Park and central Woking. The site is located within the Borough of Woking and it is Woking Borough Council (WBC) who are the authority responsible for planning. Surrey County Council (SCC) are the responsible authority for highways.
 - 1.3 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.
 - 1.4 This Event Management Plan (EMP) relates to the football stadium element of the proposed development. This EMP is a draft EMP, and covers the key areas which the final EMP will need to address, and provides details where appropriate and known at this stage.
 - 1.5 This Draft EMP includes information on the existing accessibility of the stadium, the forecast trip generation of the stadium on match days following the expansion to 9,026 capacity, and the proposed measures to promote sustainable, efficient access to the stadium, and the safe and efficient operation of the stadium. This Draft EMP only relates to the stadium element of the proposed development.
- ### Woking Football Club
- 1.6 Woking Football Club are currently in the National League having been promoted from the National League South in the 2018-19 season. For the past 10 years the club has been within either the National League or National League South. The Club is targeting promotion to the

Football League and the proposed development will improve the stadium and enable it to meet Football League criteria. Following promotion to the National League, and with the potential for further promotion to the Football League, the catchment for matches is likely to spread as crowds increase and the profile of the Club rises.

Match Day Details

- 1.7 An overview of the scheduled match days for the 2019 / 20 season is set out below:
- All home league games will take place between 6th August 2019 and 18th April 2020 on a Saturday at 15:00 (Kick Off) or a Tuesday at 19:45 (Kick Off) with the exception of the 26th December Boxing Day game which will take place on a Thursday 13:00 Kick Off (unless fixtures are otherwise rearranged for television);
 - The existing stadium has a capacity of 5,725 spectators and the planning application is to increase this to 9,026 spectators;
 - Currently the average attendance is circa 2,000 spectators per home game, following the expansion of the stadium this is expected to increase to circa 4,000 spectators (subject to the success of the team on the pitch);
 - Gates to the stadium will open 3 hours before the start of the match and close an hour after the end of the match; and
 - All spectators will arrive and depart the site via the existing access off Kingfield Road (which is to be improved as part of the development) or the new interlinking pedestrian accesses located to the west of the stadium on Westfield Avenue.

- 1.8 The stadium site layout plan is shown in **Appendix A**.

Event Management Plan Mission Statement

- 1.9 The purpose of this Draft EMP is to set out an overarching strategy to ensure that travel made by spectators to the site is carried out in the most sustainable and efficient means possible and minimise any disruption in the local area on match days.
- 1.10 The aim of this Draft EMP is to put in place the management tools deemed necessary to enable spectators to make more informed decisions about their travel. This can be achieved by setting out a strategy for eliminating the barriers keeping people from using sustainable modes which in effect self-manages single-occupancy vehicle use.

Structure of Report

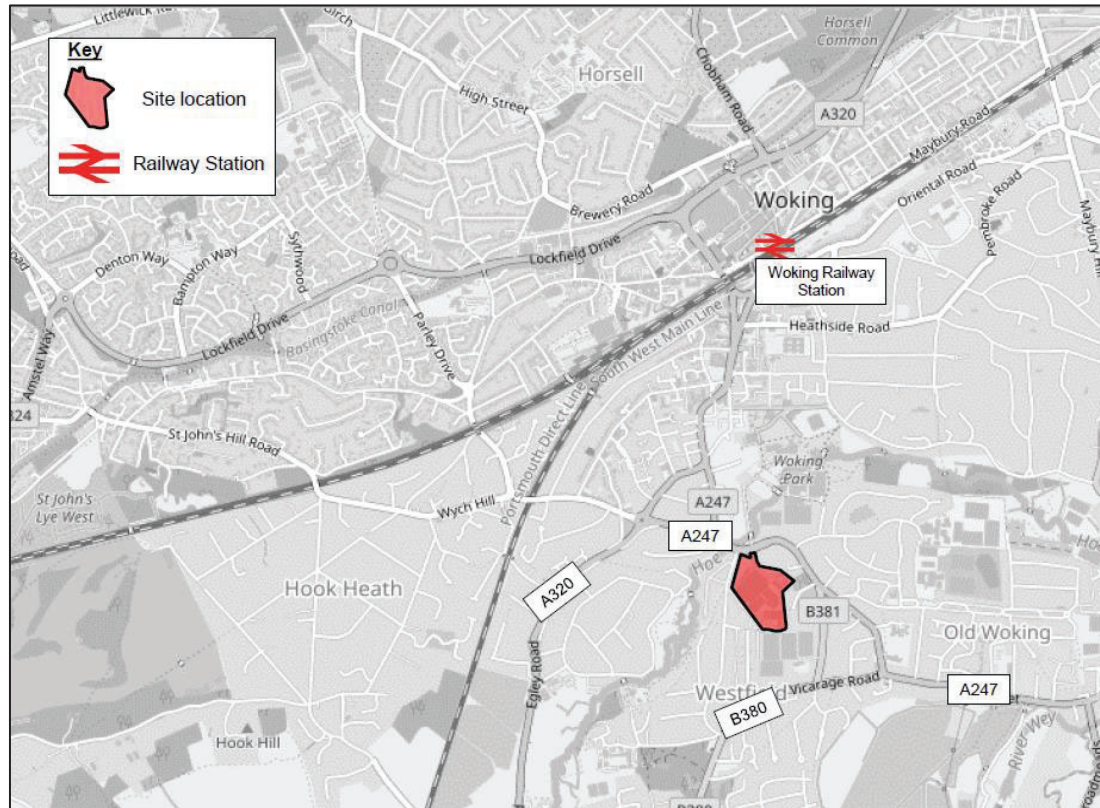
- 1.11 The remainder of this document is structured as follows:
- Section 2 – sets out the existing access provision to the stadium;
 - Section 3 – describes the match day trip generation;
 - Section 4 – sets out the details of the proposed measures to promote sustainable and efficient travel to and from the stadium;
 - Section 5 – provides details of the general site operation; and
 - Section 6 - provides a summary of the Draft EMP.

2 EXISTING ACCESS PROVISION TO STADIUM

Site Location

- 2.1 The site is the current home of Woking FC, located to the south of Woking town centre and west of Kingfield. The location is shown in **Figure 2.1**.

Figure 2.1 – Site Location Plan



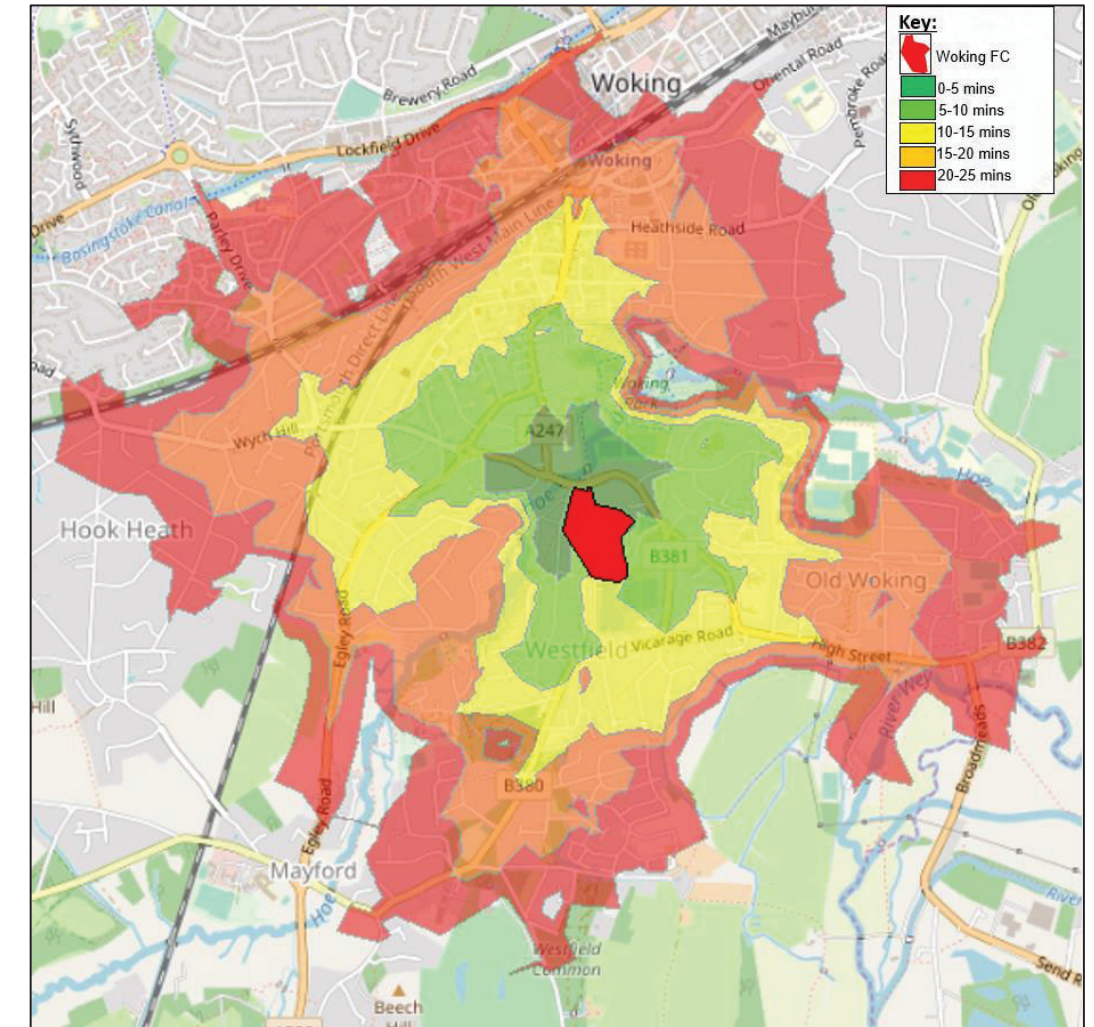
- 2.2 The site is bound to the north by Woking Park, to the east by Kingfield Road, to the south by Loop Road Sports Field and to the west by Westfield Avenue.

Accessibility

Walking

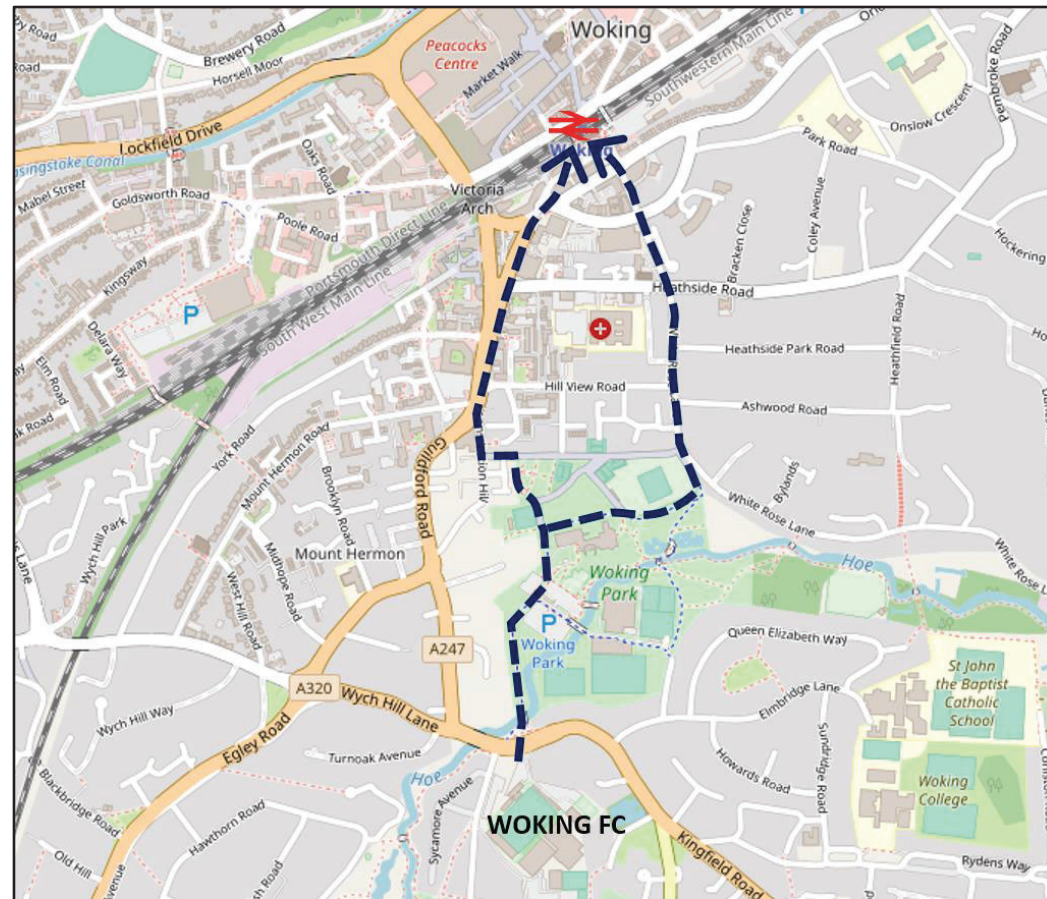
- 2.3 The site is located 1.5km from Woking town centre and close to many residential areas. As such, walking presents an attractive option for shorter distance trips by spectators to and from the site. Based on a recent travel survey 19.3% of supporters walk to the stadium.
- 2.4 **Figure 2.2** indicates the areas that can be reached from the site on foot within 5, 10, 15, 20 and 25 minutes of walking, assuming an average walking pace of 4.8 kmph.

Figure 2.2 – Walking Isochrones



- 2.5 The walking isochrones indicate that a large area of Woking, including Woking railway station, recreational parks and local services and facilities, are accessible on foot from the site.
- 2.6 Pedestrian routes surrounding the site are extensive, with a number of public footpaths passing the site in most directions. The key walking routes are as follows:
- Route to Woking Rail Station
- 2.7 At 1.5km, the rail station is within walking distance of the proposed site, a trip which would take approximately 15 - 20 minutes. There are multiple routes to the station which are suitable for pedestrians, two of which are shown in **Figure 2.3**.

Figure 2.3 – Walking Routes to Woking Rail Station



- 2.8 From the stadium, both the routes shown in **Figure 2.3** begin by crossing Kingfield Road via the signalised pedestrian crossing and following a wide shared footway / cycleway beside the road into Woking Park and leisure centre. Zebra crossings dropped kerbs and tactile paving allow the road to be crossed within Woking Park car park.
- 2.9 The western route proceeds through the leisure centre grounds for circa 200m, before re-joining roadside footways along Constitution Hill and then Guildford Road. On Guildford Road the footway is partly segregated from the vehicular carriageway by verges and planting, and partly a wide path at the roadside. A pedestrian and cyclist crossing with dropped kerbs and tactile paving allows the road to be crossed into Station Approach.
- 2.10 The eastern route follows footpaths through Woking Park onto White Rose Lane, which has footways on both sides of the carriageway and cycleways marked with white lines on the edge of the vehicular carriageway. The route runs northwards along this road, with zebra crossings in place to facilitate crossing of Heathside Road, Heathside Crescent and Oriental

Road. Following these crossings, Station Approach leads into the rail station with wide pedestrian footways.

- 2.11 The rail station can therefore be accessed on foot in a safe and convenient manner.

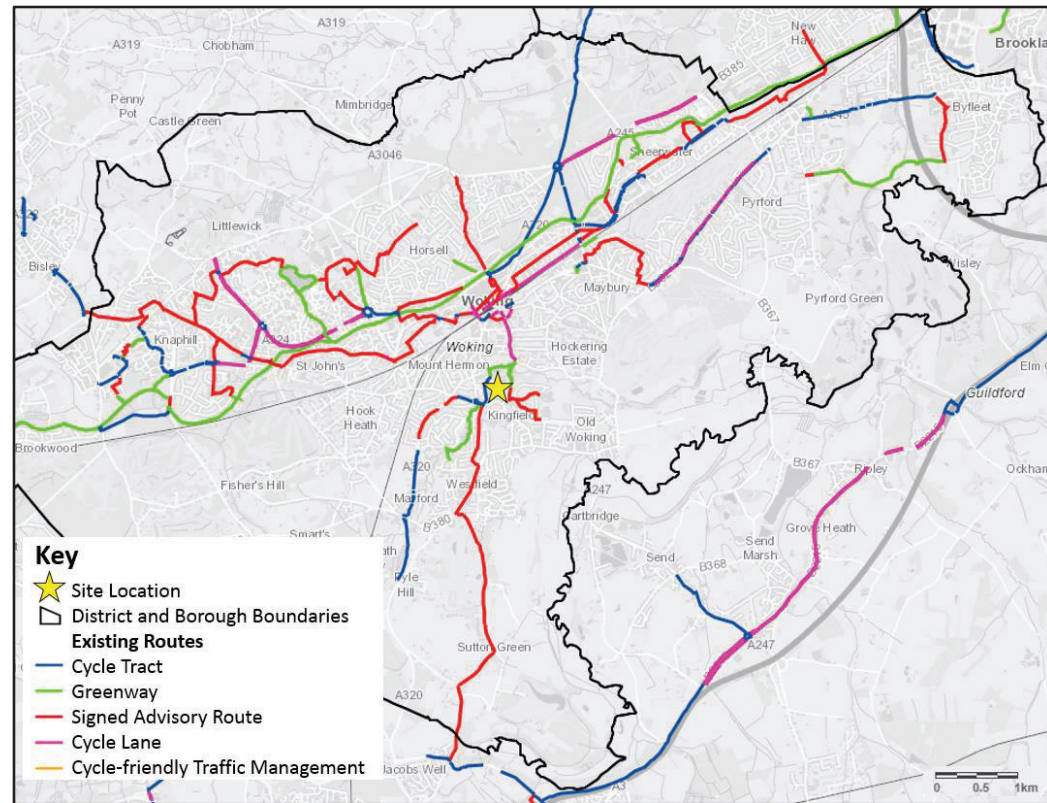
Route to Town Centre

- 2.12 The route to the town centre is a continuation of the western route to the rail station. From Guildford Road, the route passes under the railway underpass and then north to the town centre. Once in the town centre area, the majority of roads have footways on at least one side, with many wide footways provided throughout for ease of pedestrian movement. A section of Chobham Road through the centre is designated for pedestrian-only access.

Cycling

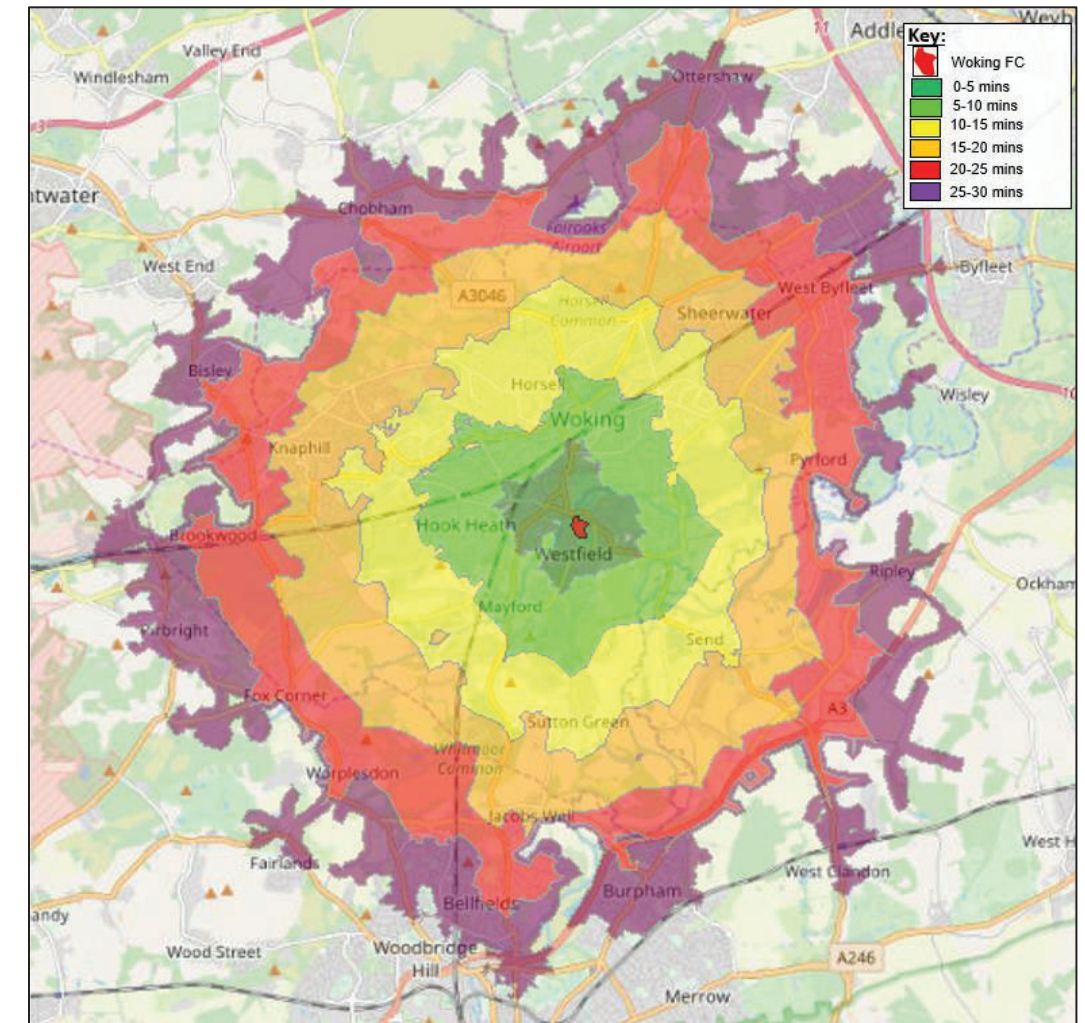
- 2.13 Cycling is one of the most efficient ways to travel, in terms of number of people per area of carriageway. Central government research explains that for journeys less than 5km cycling has the potential to replace car trips. Given the location of the site it is likely that spectators would be able to access it by cycling from locations such as Woking, West Byfleet, Cobham and Guildford.
- 2.14 NCN Route 223, which offers both on and off-road cycle routes, can be accessed from the Kingfield Road junction with Westfield Avenue, where a number of destinations can be reached including Guildford. NCN Route 223 splits to NCN Route 22 at Guildford and provides further access to Portsmouth and South London.
- 2.15 Cyclists from the development site will be able to access Woking railway station entirely through the use of NCN Route 223. Access to NCN Route 223 from the stadium is via the site access, and the route then continues through Woking Park and reconnects with the road network on White Rose Lane before continuing to the station with an on-street cycle path. The Surrey Cycle Infrastructure Map, an excerpt of which is given in **Figure 2.4**, shows the formal cycle routes in the area. The map is publicly available through Surrey County Council’s website and can be used interactively to view on-route cycle parking locations and on-route road junctions and crossing facilities.

Figure 2.4 – Cycle Infrastructure Map



2.16 Figure 2.5 depicts the areas accessible within a 30-minute cycling distance of the proposed development, assuming an average speed of 16kmph.

Figure 2.5 – Cycling Isochrones



2.17 The isochrone demonstrates that many areas of Woking lie within a 5- or 10-minute distance from the site by bike, and therefore cycling presents a very real opportunity for sustainable travel to these areas.

2.18 Furthermore, the entirety of Woking is covered by a 25-minute cycling catchment of the site, although it should be noted that in a small number of pedestrian zones within Woking town centre, to the north of the rail station, there are cycling restrictions in place between 10:30 and 16:00.

Public Transport

Bus

2.19 The closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately north of the Site. The westbound stop is approximately 50m from the Site Access and

benefits from a layby, shelter and timetabling information. An image of this stop is given in **Figure 2.6**. The closest eastbound bus stop is approximately 75m from the Site access and benefits from a layby, a flag and pole arrangement and timetabling information. An image of this stop is given in **Figure 2.7**.

Figure 2.6 – Westbound Bus Stop on Kingfield Road



Figure 2.7 – Eastbound Bus Stop on Kingfield Road



2.20 **Table 2.1** lists the bus services available from the bus stops on Kingfield Road adjacent to the northern boundary of the site.

Table 2.1 Summary of Local Bus Services

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
MAX 34	Guildford – Woking – Camberley	40	20	60
73	Woking – Horsell – Chobham	60	60	-
134	Guildford – Woking – Camberley	1 per day	-	-
446	Staines – Chertsey – Woking	60	60	60
462	Guildford – Ripley – Woking	120	120	-
463	Guildford – Merrow – Ripley – Woking	120	120	-
690	Worplesdon – Pirbright – Kingfield Green - Woking	1 per day	-	-
856	Sunbury – Chertsey – Addlestone – Woking – Kingfield Green	2 per day	-	-

2.21 The available bus provision includes regular weekday and Saturday services to central Woking, including Woking railway station, as well as to Guildford and Camberley. Other services which run hourly, two hourly or daily allow travel to a variety of further destinations including Chobham, Ripley and Staines. In total, the site is typically served by 3-4 services per hour in each direction through the day.

Train Services

2.22 Woking rail station is located approximately 1.5km to the north of Woking Football Club and can be accessed easily on foot. It is operated by South Western Railway, provides connections to London Waterloo to the east, Basingstoke to the west, and Portsmouth to the south. Services during a weekday run on average every five minutes or less to London, every 15 minutes to Portsmouth, and every ten minutes to Basingstoke. Access to London Waterloo can be used as a node for travel further afield. The development is based on 'Woking 011 Middle Super Output Area', based on journey to work data for this ward a total of 11.4% of people travel to work by train each day.

2.23 **Table 2.2** sets out the peak hour services and frequencies from Woking railway station.

Table 2.2 Train services from Woking railway station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday	Typical Journey Time (mins)
London Waterloo	17	14	6	30
Basingstoke	6	6	5	20
Portsmouth	5	5	3	75

Local Highway Network

2.24 Vehicular access to the site will be taken from Kingfield Road, utilising the existing point of vehicular access.

2.25 Kingfield Road links with Turnoak Roundabout to the west and the village of Kingfield to the southeast. Kingfield Road dissects a residential area with a single carriageway 30mph route. Pedestrians are able to use footpaths on both sides of the road. There are numerous pedestrian crossing islands and signal-controlled crossings at all major junctions on Kingfield Road.

2.26 Westfield Avenue borders the western side of the site boundary. The road links to Kingfield Road to the north and can then be used for onward access to Woking town centre. To the south of Westfield Avenue there is a junction that provides access to Westfield Road, which can then be used to access Guildford. Westfield Avenue makes up part of National Cycle Network (NCN) Route 223.

Summary of Accessibility

2.27 This site is located in a highly accessible location in terms of the high quality, extensive pedestrian routes, as well as the good provision of cycling infrastructure. Furthermore, its proximity to local bus stops and Woking rail station provide accessibility from destinations further afield. This will provide a genuine choice in travel for future spectators visiting the site for a match day.

3 MATCH DAY TRIP GENERATION

Football Stadium

- 3.1 The proposed development will provide a 9,026-capacity stadium accessed from Kingfield Road however for robustness it has been assessed based on a 9,500 capacity due to the predicted fluctuations of attendance seen at peak capacity games. The road network surrounding the existing stadium was assessed in the hour before and the hour after a highly anticipated game against Torquay in April 2019 with an attendance of 4,589. The road network was also surveyed on a non-matchday Saturday in order to establish the impact that a 4,589-attendance game would have.
- 3.2 An uplift factor was applied to the observed impact of a 4,589 attendance to replicate the anticipated traffic associated with a 4,000, 5,500, and 9,500 attendance matches. These figures are the likely attendances as Woking move further up the football league. The uplift factors used in the assessment are shown in **Table 3.1**.

Table 3.1 – Uplift Factors

Capacity	Uplift Factor
4000	0.872
5500	1.199
9,500	2.070

- 3.3 On the surveyed Saturday, the 4,589 attendees resulted in an overall 17% increase in traffic volume in the hour immediately before the football match, and an 11% increase in traffic in the post-match hour, upon the local highway network as a whole. However, this uplift was spread unevenly across the network, with some traffic movements experiencing increases and other movements experiencing a decrease in volume.
- 3.4 Therefore, to distribute the forecast impact of the stadium capacity increase, an uplift will be applied across the network in proportion to the observed impact at the 4,589-attendance match. This will be applied to all movements, with three exceptions as follows:
- Northern Site Access – The movements into and out of the site access will be forecast to be exactly those that were observed on the surveyed matchday, for the pre- and post-game hours, in all matchday scenarios. This is because parking on-site will not be

extended in equal proportion to the stadium capacity. Also, pick-up/drop-off trips directly into the site are not forecast to increase, since with increased crowds, pick-ups and drop-offs will be more likely to take place at a short distance to the site, rather than at the site itself.

- Access from Westfield Avenue to David Lloyd fitness centre – The David Lloyd will be relocated as part of the development proposals and this access will be amended to provide access to Residential Blocks 3, 4 and 5.
 - Access from Egley Road to Woking Athletics Club and Hoe Valley School – As for the David Lloyd access, movements into and out of this access are forecast to be unchanged by matchday scenarios. The access serves only a specific land use, and nothing else, and therefore it is assumed that trips to and from this access are unaffected by any football match, regardless of capacity. The non-matchday weekday and non-matchday weekend traffic flows for movements in and out of this access will be used in all matchday scenarios.
- 3.5 The expected pre-game and post-game traffic flows on the network as a result of a 9,500-crowd match are shown in **Appendix B**.

Retail Space

- 3.6 The expansion of the football stadium will add retail units over a total floor area of circa 500sqm. This will include a club shop for Woking FC, as well as typical local shops such as a convenience store and a pharmacy.
- 3.7 These shops will primarily serve the proposed residential units and football club, although they will also be available for public use and may be used by the immediate local community. It is expected that trips from outside the proposed site to these retail units will typically be pass-by or linked trips, and therefore will not create additional movements on the existing mobility networks.
- 3.8 Furthermore, visitors from the neighbouring areas are highly likely to travel to the retail units on foot, rather than by car, due to the proximity. No car parking spaces are proposed to serve these units, which will further deter car use.
- 3.9 It is therefore assumed for this assessment that no additional vehicular trips are generated by the retail elements of the scheme during the peak hours of assessment. A small number

of pedestrian trips may be generated, but weekday peak times for the retail units will not coincide with peak times associated with football matches. Furthermore, the trip generation associated with the retail units during football match times will be negligible in comparison to the pedestrian trips associated with the football match, and therefore it is judged to be appropriate not to consider these trips within this assessment.

Football Club Trips

- 3.10 The distribution of the football club trips has not been altered. It is deemed that the method of uplifting the trips observed during the matchday survey relevant to the predicted capacity is an appropriate method.

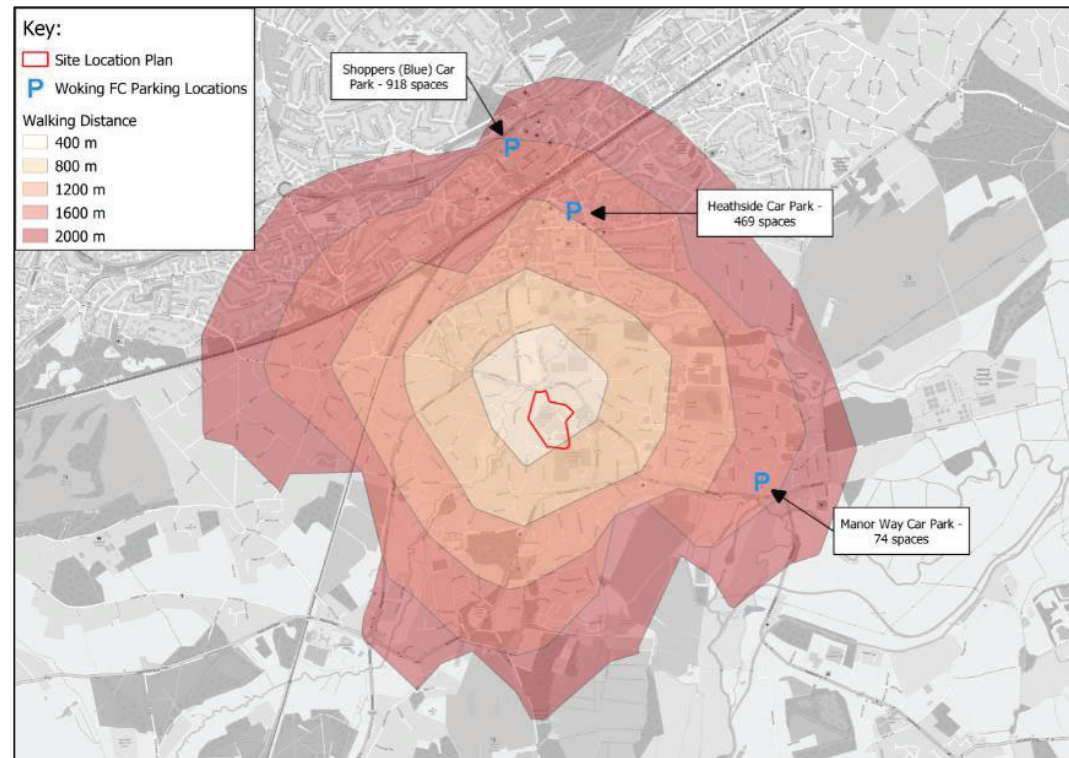
4 MATCH DAY ACCESS STRATEGY MEASURES

- 4.1 The following measures will be promoted to support sustainable and efficient travel to and from the stadium on match days:
- Park and Stride;
 - Taxi Car Share;
 - Additional Bus Services;
 - Pedestrian Way Finding; and
 - Advanced Journey Information Provision.
- 4.2 The introduction of Traffic Regulation Orders (TRO) is not proposed as part of the strategy, although the proposed development is willing to contribute towards and support a consultation exercise undertaken by the Council in relation to potential match day TROs.

Park and Stride

- 4.3 The football stadium is within 1.5km of the town centre and there is a variety of Woking Borough Council owned car parks that could be promoted to spectators for use on match days. This would provide spectators with a safe place to park, and enable them to park and walk to the stadium.
- 4.4 Three Council-operated car parks, Heathside, Shoppers (Blue) and Manor Way, could all be promoted to spectators. The location of each of these car parks is presented in **Figure 4.1**.

Figure 4.1- Park and Walk Car Park Locations



4.5 The car parks will be signed for spectators, together with the walking routes from the car parks to the stadium. The walking distance from each car park to the stadium is between 1,200m – 1,600m, a circa 15 minute walk.

Faxi Car Share

4.6 Faxi, a software development company providing solutions to carpooling, has provided a proposal to implement a Car Pooling service for Woking FC on match days. The proposal includes the creation of an open community for Woking FC which can be promoted to the spectators of the club to encourage them to travel together on match days to reduce the proportion of spectators who travel by single occupancy vehicles into Woking.

4.7 Using sensors within the phone, the Faxi application collects location data during the journey for passengers and drivers and records the exchange of unique tokens associated with each Faxi device via Bluetooth. A range of promotional materials could be personalised for Woking FC. This could include flyers, email templates, & posters to enable the promotion of the platform.

Additional Commercial Bus Services

4.8 A high proportion of ticket holders will be travelling to / from the stadium by public transport. The match day survey indicated that a total of 15.3% of fans travel to the stadium via public transport.

4.9 In terms of timetabled bus services, the most relevant service to the Woking FC site is Service 34, which is operated by the bus company Arriva. Arriva has been contacted regarding the operation of Service 34 on match days.

4.10 Service 34 operates generally at the following frequency:

- Weekday Evening – Every 60 minutes;
- Saturdays – Every 20 minutes; and
- Sunday – Every 60 minutes.

4.11 In discussions with Arriva, it has been agreed that the best way to increase the number of buses on match days to accommodate additional spectators is to run duplicate buses. Duplicate buses are buses which run on the same route, at the same time, on the same timetable. Duplicate buses do not need to be registered separately as a new service (which typically needs 70 days' notice). Sections of the route can be duplicated, and in this instance the section from Woking rail station to Guildford rail station, via Woking FC, is deemed the most appropriate section for duplication.

4.12 An example of the timetable which could be duplicated for weekday and weekend match days is presented in **Table 4.1**:

Table 4.1 – Duplicate Match Day Bus Service 34

Route	Services to be Duplicated Tuesday		Services to be Duplicated Saturday	
	Pre-Match	Post-Match	Pre-Match	Post-Match
Woking Railway Station- Kingfield Green-Jacobs Well Village Hall-Slyfield Green Woodlands Road-Guildford Friary Bus Station	17:29, 17:43, 18:30, 18:53.	20:38, 20:58, 21:58.	13:16, 13:36, 14:16, 14:36.	17:36, 18:22, 18:42
Guildford Friary Bus Station- Slyfield Green Woodlands Road- Jacobs Well Village Hall- Kingfield Green- Woking Railway Station	17:26, 17:45, 18:36, 18:57	20:54, 21:54.	13:15 13:35, 14:15, 14:35.	17:41, 18:29, 18:56.

4.13 The precise details of the duplicate services will be agreed with Arriva.

Pedestrian Wayfinding Signs

4.14 Wayfinding signs for pedestrians will be erected at key locations around the stadium to indicate key off-site pedestrian routes. Information on the most direct pedestrian routes between the stadium and the town centre / railway station / park and walk locations will be promoted and made available to all ticket holders.

Advanced Journey Information

4.15 Woking FC will endeavour to promote sustainable travel to and from the stadium to all spectators and will maintain communications by the following methods:

- Media release;
- Newsletter;
- Woking FC website;
- Ticket information;
- Use of Woking FCs social media pages / coverage to inform visitors of any changes; and
- Text messages / email / social media.

4.16 These methods will be used to provide travel information to all spectators, with particular emphasis on the sustainable travel options available to them as well as maps indicating the

Park & Stride routes and promoted car parking locations, Faxe Car Share, enhanced bus provision, and walking routes to / from the town centre and railway station.

Temporary Traffic Regulation Orders

4.17 The location of the ground and the proximity of Woking rail station, the promotion of Park and Stride, Faxe Car Share, the provision of additional match day bus services, and improved way finding and signage for pedestrians and cyclists, is expected to limit the proportion of spectators who drive to and from a match.

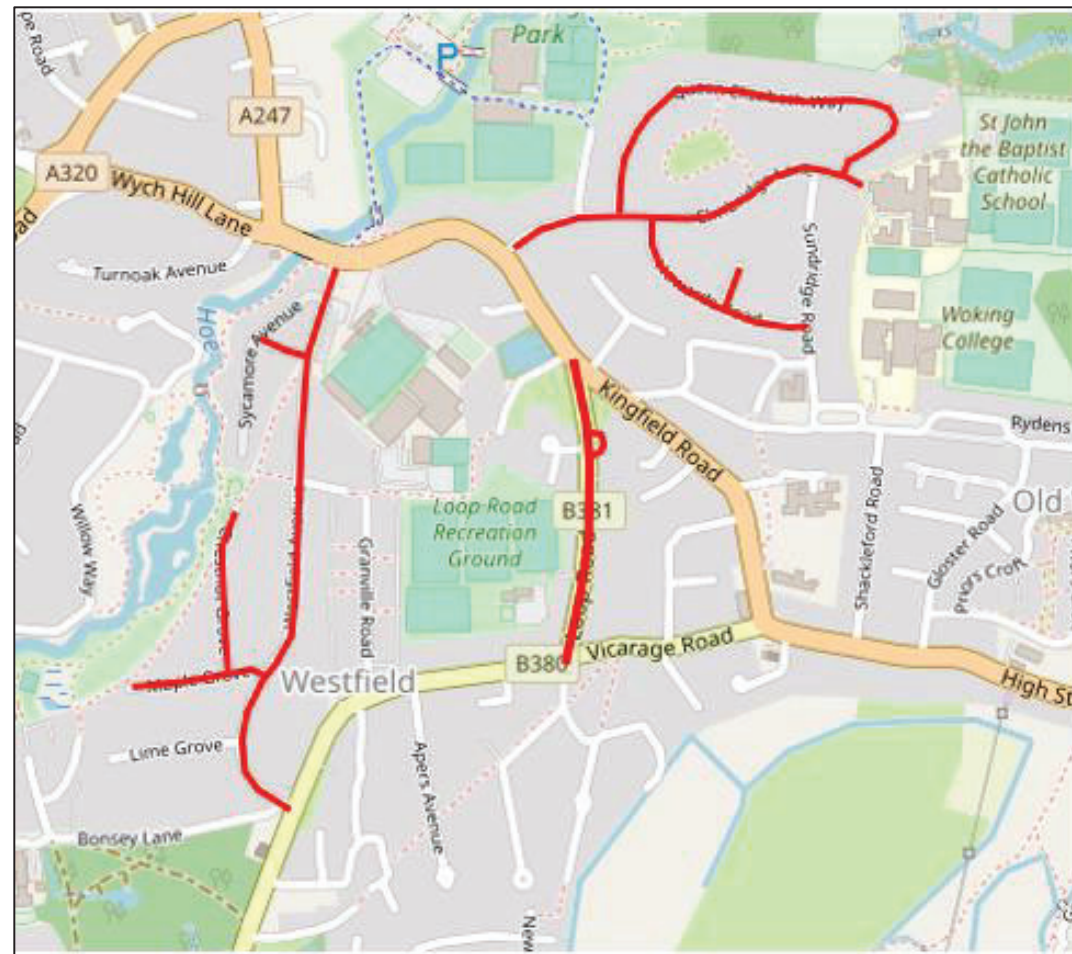
4.18 However, to understand the changes in on-street parking demand on a match day, and how this could be managed in the future, a parking survey was undertaken a matchday (Tuesday 6th August) and non-matchday (Wednesday 7th August) to establish the saturation of the on-street parking in the area surrounding the site and the impact of a match at the Woking FC stadium.

4.19 The parking survey demonstrated the greatest change in on-street parking demand on current match days on streets with no existing parking restrictions were on the streets contained within **Table 4.2** The location of these streets is shown in **Figure 4.2**.

Table 4.2 – Car Parking Beat Survey Greatest Change Streets

Road Name	Number of Spaces	Match Day Occupancy 19:00-22:00	Non-Match Day Occupancy 19:00-22:00
Elmbridge Lane	12	106%	23%
Queen Elizabeth Way	95	78%	43%
Howards Road	41	81%	28%
Howards Close	9	133%	64%
Loop Road	45	76%	43%
Whitegates	11	89%	45%
Westfield Avenue	49	78%	1%
Maple Grove	15	77%	7%
Chesnut Grove	25	100%	61%
Acer Grove	10	75%	5%

Figure 4.2 – Streets with Greatest Increase in Match Day On-Street Parking Demand



- 4.20 The proposed development is not proposing the introduction of TROs. The introduction of a TRO to control parking will be the responsibility of the Council and will be subject to public consultation. The applicant is willing to fund the consultation process to understand whether the introduction of match-day TROs is supported by local residents.
- 4.21 Subject to the results of the public consultation, should the introduction of TROs be supported by local residents and implemented by the Council, the applicant is willing to contribute towards the cost of introducing the TRO, including the cost of introducing signing, lining, and permits for residents, and the cost of enforcement by Council Parking Enforcement Officers.
- 4.22 The precise details of any TRO would be determined through the consultation process, but match-day specific TROs have been introduced around other football stadiums in the UK in recent years which control parking before, during and after matches only.

5 GENERAL SITE OPERATION

Pedestrian Access

Entry to the Stadium

- 5.1 Queues and crowd movement outside of the stadium will be constantly monitored via CCTV which is located in the Event Control Room. The Event Safety Officer will direct and deploy stewards as necessary to deal with any issues that may arise.
- 5.2 Entrance to the Stadium itself is controlled by 20 turnstiles which are operated electronically by the spectator placing their bar-coded ticket into the reader. The guidance given in the Safety at Sports Ground Guide advises that each turnstile should be capable of allowing 660 spectators in per hour. There are 20 turnstile entrances at the Stadium, which could accommodate 13,200 spectators per hour, and even allowing for the staggered spectator arrival profile, should be more than sufficient to accommodate a maximum attendance of 9,500.
- 5.3 Stewards will be deployed outside the turnstiles/entrances at each access point to the Stadium complex. The purpose of these stewards is to direct spectators accordingly and provide an initial point of information between the Stadium and the spectators. Stewards will be able to deal with any information requests and direct accordingly.

Exiting the Stadium

- 5.4 Egress from the Stadium at the end of the event or in an emergency is via the Exit gates situated throughout the Stadium. They are to be unlocked and staffed at all times throughout the event. In the event of an emergency evacuation, the Public Address system will be utilised to direct spectators to the safest exit route.
- 5.5 Exit gates will be kept unlocked and stewarded at all times throughout the event and will be opened thirty minutes before the scheduled finish time. Stewards will ensure that they remain unobstructed throughout the event.

Disabled Access

- 5.6 The following features of the internal and external design of the site ensure sufficient disabled access:

- 7 disabled access parking spaces are provided on site, with a disabled drop-off area located at the main entrance to the stadium;
- Dropped kerbs and tactile paving are provided from the designated disabled car parking spaces onto the main Stadium external concourse;
- The main approach to the building entrance is level with no threshold step, well-lit, and unobstructed;
- All retail and hospitality areas within the stadium have level access, with drop-down counter tops provided in appropriate locations;
- The ground floor of the building is all one level with no steps. A lift is available to access the first floor, which is also all one level with all areas being accessible;
- All signage within the Stadium accords with accessible sign guidelines;
- Level access to spectator seating is provided in all stands;
- All internal doors are suitable for wheelchair users; and
- Accessible WC's are provided in each toilet block within the stadium, as well as in the south stand and the hospitality function room.

Vehicular Access

Entry to Car Park

- 5.7 On match days on-site car parking will be reserved for players, VIPs and disabled users. Off-site parking will be promoted at the Park & Stride locations.
- 5.8 Stewards will be deployed at the access to assist with vehicular traffic entering the Stadium complex, and to advise on internal circulation within the car park. Signage displaying information relating to entrance / exit points and parking areas will be displayed throughout the complex.
- 5.9 All on-site parking will be pre-booked (and pre-paid if required). This will be more efficient than drivers paying upon entry to the car park and will ensure queues do not begin to form on Kingfield Road.
- 5.10 Taxis will enter and exit the site via the access on Kingfield Road. A taxi drop-off / pick-up and turning area is located to the north west of the stadium.

Exit from Car Park

- 5.11 At the end of the match, stewards will be in position at the car park exit to prevent any vehicles leaving the site (other than emergency vehicles operating in an emergency mode) whilst the pedestrian traffic is heavy. Once it is deemed safe to do so vehicle exiting will be commenced by the stewards – this is expected to be circa 30 minutes after the final whistle.

Car Parking

Parking Provision

- 5.12 A total of 60 car parking spaces will be provided on site, including 7 disabled spaces. For the purpose of the match day, these spaces will be permitted for use by disabled users, players and VIPs only. Off-site parking will be promoted at the Park and Stride locations.

Cycle Parking

- 5.13 Cycle Parking provision for the stadium is to be agreed with WBC in the post planning process.

Car Parking Management

- 5.14 Stewards wearing high-visibility clothing will be in position at the entrances to the on-site car parks and also within the car parks to ensure that vehicles are parked correctly in their respective bays and are not causing any obstructions. On entry to the car park, vehicle accreditation will be checked to ensure that only essential users are permitted access to the site. Car Parking Accreditation must be clearly displayed in the vehicle windscreen.

Emergency Services

Pre-Event Liaison

- 5.15 Prior to the match days, Woking Police (WP), WBC and Surrey County Council and medical providers will be provided with a fixture list outlining the proposed itinerary for the event.
- 5.16 Liaison with WBC and the emergency services will be maintained through the Safety Advisory Group which will be chaired by the Council and will have representatives from the emergency services and various Council departments. The Sports Ground Safety Authority (SGSA) will also be invited to attend these meetings.

Rendezvous Points

- 5.17 The principal rendezvous point for the emergency services will be at the pitch access, which is situated on the south western corner of the stadium. The secondary rendezvous point will be at the northern concourse entrance east of the club shop. Both these locations are clearly marked as rendezvous points.

Emergency Vehicle Routing (Blue Routes)

- 5.18 The emergency vehicle routes, commonly referred to by the emergency services as blue routes, will access Kingfield Road via the A320 on the west of the stadium and via the A247 from the east of the stadium.

On-site Support During Match Days and Key Contacts

- 5.19 It is understood that Woking FC will appointment a dedicated Events Co-ordinator specifically for match days who will have an overarching role for ensuring the smooth running of the event, and this individual will need to be briefed on the EMP and the key measures and contacts that will have responsibility for the EMP over the season.
- 5.20 WBC Parking Enforcement Officers will be on-site for the duration of the event to ensure that the TROs are properly enforced and to prevent inappropriate / illegal parking on the streets surrounding the stadium.
- 5.21 Woking FC will prepare a key contacts and communications strategy document which will summarise the key personnel involved, their contact details, the procedures for liaison and a strategy for dealing with problems during the event.

Servicing

- 5.22 It is not anticipated that servicing will occur at the Stadium whilst spectators are present. Servicing will take place via the internal access road which serves the stadium. This will be accessed via the Kingfield Road entrance and egress. Delivery and service vehicles will route through the site along the western edge of the stadium before routing east and turning in the allocated turning head to the south east of the stadium. Vehicles will then route back to the exit via the same direction. Vehicles will then exit via Kingfield Road.

Litter / Waste Management

- 5.23 It is recognised that the cleanliness of the roads and pedestrian routes surrounding the site must be maintained. The condition of these exterior areas will have a direct effect on local residents and will influence the general public's perception of the Stadium.
- 5.24 It is therefore proposed that the roads and pedestrian routes in the immediate vicinity of the site will be inspected and litter picked both during and after the match day. To minimise the environmental impact of a match day on the local area, an initial cleaning operation will commence once all spectators have entered the stadium and a final cleaning operation will take place once the event is finished and all spectators and vehicles have exited the stadium.
- 5.25 There will be storage in each of the concourses for general waste. This will be removed as per the usual waste collection mechanisms.
- 5.26 Monitoring of the above will be the responsibility of Woking FC, who will liaise with WBC to ensure effective waste management is maintained following the event.

6 SUMMARY

Overview

6.1 This EMP relates to the football stadium element of the proposed development, setting out the accessibility of the stadium, the forecast trip generation following the expansion of the stadium from 5,725 capacity to 9,500 capacity, the proposed new access strategy measures along, and details of the proposed site operation.

Proposed Measures

6.2 The following measures are proposed to facilitate access to the stadium:

- Park and Stride promotion;
- Taxi / Car Share promotion;
- Duplicate match day bus services;
- Pedestrian wayfinding signs; and
- Advanced Journey Information.

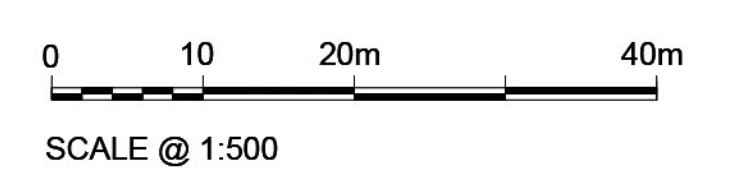
6.3 In addition, the proposed development will support and fund any public consultation in relation to the potential for match day TROs to control parking on streets close to the stadium. Subject to the outcome of this public consultation, the proposed development is also willing to contribute to the implantation of any TRO.

APPENDIX A

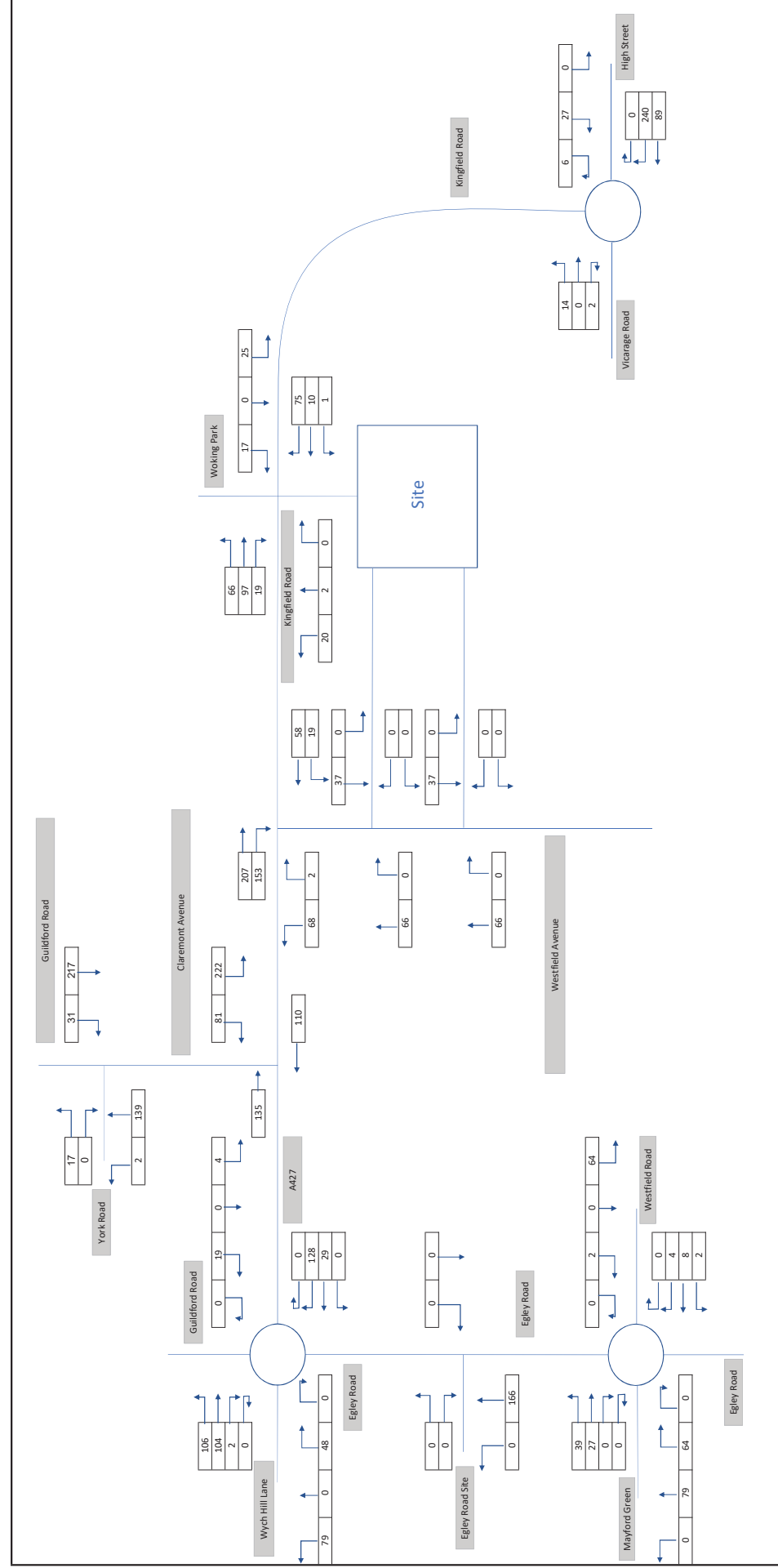



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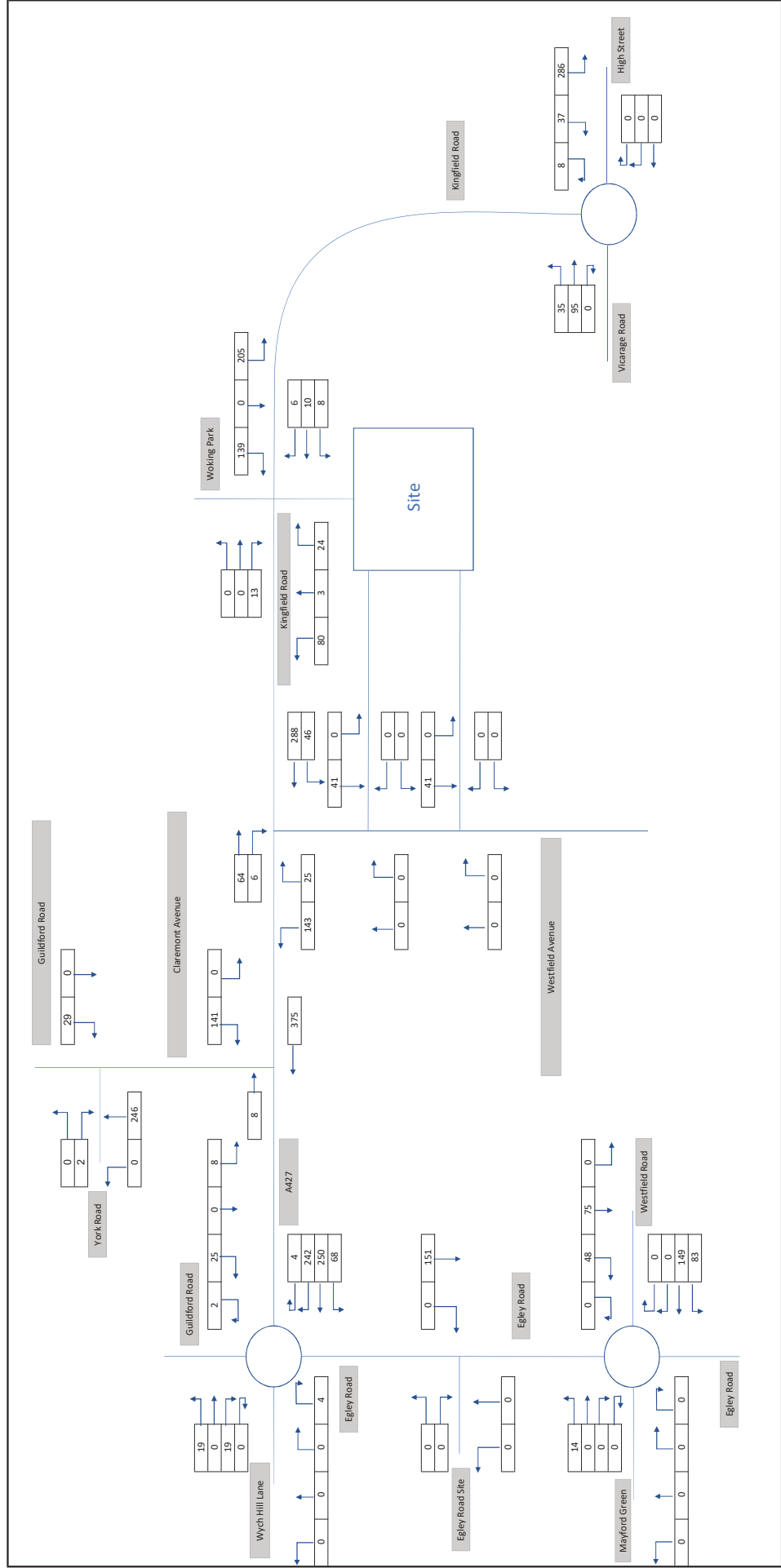
- STUDIO APARTMENT
- 1 BEDROOM APARTMENT
- 1 BEDROOM DUPLEX / TOWNHOUSE
- 2 BEDROOM APARTMENT
- 2 BEDROOM TOWNHOUSE
- 2 BEDROOM UPPER DUPLEX
- 2 BEDROOM LOWER DUPLEX
- 3 BEDROOM APARTMENT / TOWNHOUSE
- COMMUNITY CONCERGE
- COMMERCIAL AREA
- MEDICAL CENTRE
- STADIUM



APPENDIX B



 Network Building, 97 Tettenham Court Road, London, W11 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:		Scale:		Date:		Checked:		Rev:		
	Woking Football Club		NTS		TD		14/11/2019				
Woking Football Club		Figure Title:		Figure No:		Footfall Only Traffic - 9,500 Capacity Pre-Game (13:45-14:45)					



 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club			Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club			Figure Title: Football Only Traffic 9,500 Capacity Post-Game (16:45-17:45)			Figure No:	

Calculation Reference: AUDIT-152303-190611-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
SC SURREY	2 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 28 to 72 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 05/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days
 5,001 to 10,000 1 days
 25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000 1 days
 125,001 to 250,000 1 days
 250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DS-03-C-02	FLATS	DERBYSHIRE
BURTON ROAD DERBY NEW NORMANTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: SATURDAY 09/07/11 Survey Type: MANUAL		
2 SC-03-C-03	FLATS	SURREY
KINGS ROAD WOKING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: SATURDAY 19/07/08 Survey Type: MANUAL		
3 SC-03-C-04	BLOCK OF FLATS	SURREY
LONDON ROAD GUILDFORD BURPHAM Edge of Town Residential Zone Total Number of dwellings: 72 Survey date: SATURDAY 23/10/10 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.013	3	51	0.046	3	51	0.059
08:00 - 09:00	3	51	0.020	3	51	0.059	3	51	0.079
09:00 - 10:00	3	51	0.033	3	51	0.105	3	51	0.138
10:00 - 11:00	3	51	0.092	3	51	0.092	3	51	0.184
11:00 - 12:00	3	51	0.086	3	51	0.112	3	51	0.198
12:00 - 13:00	3	51	0.072	3	51	0.112	3	51	0.184
13:00 - 14:00	3	51	0.151	3	51	0.171	3	51	0.322
14:00 - 15:00	3	51	0.105	3	51	0.092	3	51	0.197
15:00 - 16:00	3	51	0.112	3	51	0.066	3	51	0.178
16:00 - 17:00	3	51	0.158	3	51	0.092	3	51	0.250
17:00 - 18:00	3	51	0.086	3	51	0.066	3	51	0.152
18:00 - 19:00	3	51	0.132	3	51	0.079	3	51	0.211
19:00 - 20:00	1	72	0.111	1	72	0.097	1	72	0.208
20:00 - 21:00	1	72	0.083	1	72	0.069	1	72	0.152
21:00 - 22:00	1	72	0.083	1	72	0.042	1	72	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.337			1.300			2.637

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 28 - 72 (units:)
 Survey date date range: 01/01/00 - 05/06/18
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	72	0.000	1	72	0.000	1	72	0.000
07:00 - 08:00	3	51	0.000	3	51	0.000	3	51	0.000
08:00 - 09:00	3	51	0.000	3	51	0.000	3	51	0.000
09:00 - 10:00	3	51	0.000	3	51	0.000	3	51	0.000
10:00 - 11:00	3	51	0.000	3	51	0.000	3	51	0.000
11:00 - 12:00	3	51	0.007	3	51	0.007	3	51	0.014
12:00 - 13:00	3	51	0.007	3	51	0.007	3	51	0.014
13:00 - 14:00	3	51	0.007	3	51	0.007	3	51	0.014
14:00 - 15:00	3	51	0.000	3	51	0.000	3	51	0.000
15:00 - 16:00	3	51	0.000	3	51	0.000	3	51	0.000
16:00 - 17:00	3	51	0.007	3	51	0.007	3	51	0.014
17:00 - 18:00	3	51	0.000	3	51	0.000	3	51	0.000
18:00 - 19:00	3	51	0.000	3	51	0.000	3	51	0.000
19:00 - 20:00	1	72	0.014	1	72	0.014	1	72	0.028
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.000	3	51	0.000	3	51	0.000
08:00 - 09:00	3	51	0.000	3	51	0.000	3	51	0.000
09:00 - 10:00	3	51	0.000	3	51	0.000	3	51	0.000
10:00 - 11:00	3	51	0.000	3	51	0.000	3	51	0.000
11:00 - 12:00	3	51	0.000	3	51	0.000	3	51	0.000
12:00 - 13:00	3	51	0.007	3	51	0.007	3	51	0.014
13:00 - 14:00	3	51	0.000	3	51	0.000	3	51	0.000
14:00 - 15:00	3	51	0.000	3	51	0.000	3	51	0.000
15:00 - 16:00	3	51	0.000	3	51	0.000	3	51	0.000
16:00 - 17:00	3	51	0.000	3	51	0.000	3	51	0.000
17:00 - 18:00	3	51	0.000	3	51	0.000	3	51	0.000
18:00 - 19:00	3	51	0.000	3	51	0.000	3	51	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.007	3	51	0.000	3	51	0.007
08:00 - 09:00	3	51	0.000	3	51	0.000	3	51	0.000
09:00 - 10:00	3	51	0.007	3	51	0.000	3	51	0.007
10:00 - 11:00	3	51	0.000	3	51	0.007	3	51	0.007
11:00 - 12:00	3	51	0.000	3	51	0.000	3	51	0.000
12:00 - 13:00	3	51	0.000	3	51	0.000	3	51	0.000
13:00 - 14:00	3	51	0.000	3	51	0.007	3	51	0.007
14:00 - 15:00	3	51	0.007	3	51	0.000	3	51	0.007
15:00 - 16:00	3	51	0.000	3	51	0.000	3	51	0.000
16:00 - 17:00	3	51	0.000	3	51	0.000	3	51	0.000
17:00 - 18:00	3	51	0.000	3	51	0.000	3	51	0.000
18:00 - 19:00	3	51	0.000	3	51	0.000	3	51	0.000
19:00 - 20:00	1	72	0.000	1	72	0.014	1	72	0.014
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.014	1	72	0.000	1	72	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.028			0.063

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.013	3	51	0.046	3	51	0.059
08:00 - 09:00	3	51	0.020	3	51	0.066	3	51	0.086
09:00 - 10:00	3	51	0.046	3	51	0.151	3	51	0.197
10:00 - 11:00	3	51	0.105	3	51	0.118	3	51	0.223
11:00 - 12:00	3	51	0.118	3	51	0.138	3	51	0.256
12:00 - 13:00	3	51	0.132	3	51	0.138	3	51	0.270
13:00 - 14:00	3	51	0.184	3	51	0.204	3	51	0.388
14:00 - 15:00	3	51	0.132	3	51	0.138	3	51	0.270
15:00 - 16:00	3	51	0.178	3	51	0.092	3	51	0.270
16:00 - 17:00	3	51	0.237	3	51	0.125	3	51	0.362
17:00 - 18:00	3	51	0.132	3	51	0.099	3	51	0.231
18:00 - 19:00	3	51	0.197	3	51	0.118	3	51	0.315
19:00 - 20:00	1	72	0.153	1	72	0.139	1	72	0.292
20:00 - 21:00	1	72	0.125	1	72	0.069	1	72	0.194
21:00 - 22:00	1	72	0.125	1	72	0.069	1	72	0.194
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.897			1.710			3.607

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.000	3	51	0.046	3	51	0.046
08:00 - 09:00	3	51	0.007	3	51	0.026	3	51	0.033
09:00 - 10:00	3	51	0.013	3	51	0.039	3	51	0.052
10:00 - 11:00	3	51	0.020	3	51	0.066	3	51	0.086
11:00 - 12:00	3	51	0.053	3	51	0.033	3	51	0.086
12:00 - 13:00	3	51	0.059	3	51	0.164	3	51	0.223
13:00 - 14:00	3	51	0.013	3	51	0.151	3	51	0.164
14:00 - 15:00	3	51	0.053	3	51	0.099	3	51	0.152
15:00 - 16:00	3	51	0.059	3	51	0.026	3	51	0.085
16:00 - 17:00	3	51	0.132	3	51	0.013	3	51	0.145
17:00 - 18:00	3	51	0.092	3	51	0.013	3	51	0.105
18:00 - 19:00	3	51	0.099	3	51	0.059	3	51	0.158
19:00 - 20:00	1	72	0.069	1	72	0.042	1	72	0.111
20:00 - 21:00	1	72	0.083	1	72	0.083	1	72	0.166
21:00 - 22:00	1	72	0.111	1	72	0.042	1	72	0.153
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.863			0.902			1.765

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.000	3	51	0.000	3	51	0.000
08:00 - 09:00	3	51	0.000	3	51	0.000	3	51	0.000
09:00 - 10:00	3	51	0.000	3	51	0.000	3	51	0.000
10:00 - 11:00	3	51	0.000	3	51	0.013	3	51	0.013
11:00 - 12:00	3	51	0.000	3	51	0.000	3	51	0.000
12:00 - 13:00	3	51	0.000	3	51	0.000	3	51	0.000
13:00 - 14:00	3	51	0.000	3	51	0.013	3	51	0.013
14:00 - 15:00	3	51	0.000	3	51	0.000	3	51	0.000
15:00 - 16:00	3	51	0.000	3	51	0.000	3	51	0.000
16:00 - 17:00	3	51	0.000	3	51	0.000	3	51	0.000
17:00 - 18:00	3	51	0.000	3	51	0.000	3	51	0.000
18:00 - 19:00	3	51	0.000	3	51	0.000	3	51	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.026			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.000	3	51	0.000	3	51	0.000
08:00 - 09:00	3	51	0.000	3	51	0.000	3	51	0.000
09:00 - 10:00	3	51	0.000	3	51	0.000	3	51	0.000
10:00 - 11:00	3	51	0.000	3	51	0.013	3	51	0.013
11:00 - 12:00	3	51	0.000	3	51	0.000	3	51	0.000
12:00 - 13:00	3	51	0.000	3	51	0.000	3	51	0.000
13:00 - 14:00	3	51	0.000	3	51	0.013	3	51	0.013
14:00 - 15:00	3	51	0.000	3	51	0.000	3	51	0.000
15:00 - 16:00	3	51	0.000	3	51	0.000	3	51	0.000
16:00 - 17:00	3	51	0.000	3	51	0.000	3	51	0.000
17:00 - 18:00	3	51	0.000	3	51	0.000	3	51	0.000
18:00 - 19:00	3	51	0.000	3	51	0.000	3	51	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.026			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	51	0.020	3	51	0.092	3	51	0.112
08:00 - 09:00	3	51	0.026	3	51	0.092	3	51	0.118
09:00 - 10:00	3	51	0.066	3	51	0.191	3	51	0.257
10:00 - 11:00	3	51	0.125	3	51	0.204	3	51	0.329
11:00 - 12:00	3	51	0.171	3	51	0.171	3	51	0.342
12:00 - 13:00	3	51	0.191	3	51	0.303	3	51	0.494
13:00 - 14:00	3	51	0.197	3	51	0.375	3	51	0.572
14:00 - 15:00	3	51	0.191	3	51	0.237	3	51	0.428
15:00 - 16:00	3	51	0.237	3	51	0.118	3	51	0.355
16:00 - 17:00	3	51	0.368	3	51	0.138	3	51	0.506
17:00 - 18:00	3	51	0.224	3	51	0.112	3	51	0.336
18:00 - 19:00	3	51	0.296	3	51	0.178	3	51	0.474
19:00 - 20:00	1	72	0.222	1	72	0.194	1	72	0.416
20:00 - 21:00	1	72	0.208	1	72	0.153	1	72	0.361
21:00 - 22:00	1	72	0.250	1	72	0.111	1	72	0.361
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.792			2.669			5.461

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-152303-190510-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	3 days
EX ESSEX	1 days
HC HAMPSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	2 days
NF NORFOLK	1 days
SF SUFFOLK	2 days
05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	2 days
TV TEES VALLEY	1 days
10 WALES	
CO CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 20 to 175 (units:)
Range Selected by User: 20 to 175 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 05/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	4 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
Built-Up Zone	4
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:
C3 17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5,000 2 days
10,001 to 15,000 5 days
15,001 to 20,000 1 days
20,001 to 25,000 2 days
25,001 to 50,000 7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 25,000 1 days
25,001 to 50,000 1 days
50,001 to 75,000 7 days
125,001 to 250,000 4 days
250,001 to 500,000 4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 4 days
1.1 to 1.5 13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days
No 16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 17 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total Number of dwellings: 175 Survey date: TUESDAY 15/05/18	BLOCKS OF FLATS	BEDFORDSHIRE
2	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 15/05/18	BLOCKS OF FLATS	BEDFORDSHIRE
3	BD-03-C-03 COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total Number of dwellings: 146 Survey date: TUESDAY 15/05/18	BLOCKS OF FLATS	BEDFORDSHIRE
4	CA-03-C-02 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44 Survey date: TUESDAY 18/10/11	BLOCK OF FLATS	CAMBRIDGESHIRE
5	CA-03-C-03 CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 82 Survey date: MONDAY 18/09/17	BLOCKS OF FLATS	CAMBRIDGESHIRE
6	CB-03-C-02 BRIDGE LANE PENRITH Edge of Town No Sub Category Total Number of dwellings: 35 Survey date: WEDNESDAY 11/06/14	BLOCK OF FLATS	CUMBRIA
7	CB-03-C-03 LOUND STREET KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 33 Survey date: MONDAY 09/06/14	FLATS & BUNGALOWS	CUMBRIA
8	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO Edge of Town Centre Built-Up Zone Total Number of dwellings: 37 Survey date: MONDAY 26/03/18	BLOCKS OF FLATS	CONWY

LIST OF SITES relevant to selection parameters (Cont.)

<p>9 EX-03-C-02 BLOCK OF FLATS WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of dwellings: 94 <i>Survey date: TUESDAY 22/10/13</i></p>	<p>ESSEX</p> <p><i>Survey Type: MANUAL</i></p>
<p>10 HC-03-C-01 BLOCKS OF FLATS CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total Number of dwellings: 90 <i>Survey date: TUESDAY 05/06/18</i></p>	<p>HAMPSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>11 NF-03-C-01 BLOCKS OF FLATS PAGE STAIR LANE KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 11/12/14</i></p>	<p>NORFOLK</p> <p><i>Survey Type: MANUAL</i></p>
<p>12 NT-03-C-01 HOUSES (SPLIT INTO FLATS) LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 56 <i>Survey date: TUESDAY 08/11/16</i></p>	<p>NOTTINGHAMSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>13 NT-03-C-02 HOUSES (SPLIT INTO FLATS) CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 135 <i>Survey date: WEDNESDAY 09/11/16</i></p>	<p>NOTTINGHAMSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>14 RI-03-C-01 FLATS 465 PRIORY ROAD HULL Edge of Town Residential Zone Total Number of dwellings: 20 <i>Survey date: TUESDAY 13/05/14</i></p>	<p>EAST RIDING OF YORKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>15 SF-03-C-01 BLOCKS OF FLATS STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total Number of dwellings: 85 <i>Survey date: THURSDAY 18/12/14</i></p>	<p>SUFFOLK</p> <p><i>Survey Type: MANUAL</i></p>
<p>16 SF-03-C-03 BLOCKS OF FLATS TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 <i>Survey date: WEDNESDAY 03/12/14</i></p>	<p>SUFFOLK</p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

<p>17 TV-03-C-02 FLATS ACKLAM ROAD MIDDLESBROUGH LINTHORPE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 85 <i>Survey date: WEDNESDAY 29/06/11</i></p>	<p>TEES VALLEY</p> <p><i>Survey Type: MANUAL</i></p>
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This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.055	17	74	0.154	17	74	0.209
08:00 - 09:00	17	74	0.063	17	74	0.210	17	74	0.273
09:00 - 10:00	17	74	0.088	17	74	0.105	17	74	0.193
10:00 - 11:00	17	74	0.083	17	74	0.097	17	74	0.180
11:00 - 12:00	17	74	0.085	17	74	0.092	17	74	0.177
12:00 - 13:00	17	74	0.108	17	74	0.096	17	74	0.204
13:00 - 14:00	17	74	0.087	17	74	0.102	17	74	0.189
14:00 - 15:00	17	74	0.087	17	74	0.099	17	74	0.186
15:00 - 16:00	17	74	0.109	17	74	0.079	17	74	0.188
16:00 - 17:00	17	74	0.129	17	74	0.081	17	74	0.210
17:00 - 18:00	17	74	0.190	17	74	0.100	17	74	0.290
18:00 - 19:00	17	74	0.174	17	74	0.101	17	74	0.275
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.258			1.316			2.574

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 20 - 175 (units:)
 Survey date date range: 01/01/11 - 05/06/18
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.006	17	74	0.006	17	74	0.012
08:00 - 09:00	17	74	0.003	17	74	0.002	17	74	0.005
09:00 - 10:00	17	74	0.003	17	74	0.003	17	74	0.006
10:00 - 11:00	17	74	0.002	17	74	0.003	17	74	0.005
11:00 - 12:00	17	74	0.009	17	74	0.009	17	74	0.018
12:00 - 13:00	17	74	0.006	17	74	0.005	17	74	0.011
13:00 - 14:00	17	74	0.002	17	74	0.003	17	74	0.005
14:00 - 15:00	17	74	0.003	17	74	0.003	17	74	0.006
15:00 - 16:00	17	74	0.004	17	74	0.004	17	74	0.008
16:00 - 17:00	17	74	0.004	17	74	0.004	17	74	0.008
17:00 - 18:00	17	74	0.004	17	74	0.004	17	74	0.008
18:00 - 19:00	17	74	0.006	17	74	0.005	17	74	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.051			0.103

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.003	17	74	0.004	17	74	0.007
08:00 - 09:00	17	74	0.001	17	74	0.001	17	74	0.002
09:00 - 10:00	17	74	0.001	17	74	0.001	17	74	0.002
10:00 - 11:00	17	74	0.000	17	74	0.000	17	74	0.000
11:00 - 12:00	17	74	0.002	17	74	0.001	17	74	0.003
12:00 - 13:00	17	74	0.002	17	74	0.002	17	74	0.004
13:00 - 14:00	17	74	0.001	17	74	0.001	17	74	0.002
14:00 - 15:00	17	74	0.002	17	74	0.001	17	74	0.003
15:00 - 16:00	17	74	0.001	17	74	0.001	17	74	0.002
16:00 - 17:00	17	74	0.000	17	74	0.000	17	74	0.000
17:00 - 18:00	17	74	0.000	17	74	0.000	17	74	0.000
18:00 - 19:00	17	74	0.000	17	74	0.000	17	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.012			0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.000	17	74	0.000	17	74	0.000
08:00 - 09:00	17	74	0.000	17	74	0.000	17	74	0.000
09:00 - 10:00	17	74	0.000	17	74	0.000	17	74	0.000
10:00 - 11:00	17	74	0.000	17	74	0.000	17	74	0.000
11:00 - 12:00	17	74	0.000	17	74	0.000	17	74	0.000
12:00 - 13:00	17	74	0.000	17	74	0.000	17	74	0.000
13:00 - 14:00	17	74	0.000	17	74	0.000	17	74	0.000
14:00 - 15:00	17	74	0.000	17	74	0.000	17	74	0.000
15:00 - 16:00	17	74	0.000	17	74	0.000	17	74	0.000
16:00 - 17:00	17	74	0.000	17	74	0.000	17	74	0.000
17:00 - 18:00	17	74	0.001	17	74	0.001	17	74	0.002
18:00 - 19:00	17	74	0.000	17	74	0.000	17	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.004	17	74	0.010	17	74	0.014
08:00 - 09:00	17	74	0.004	17	74	0.017	17	74	0.021
09:00 - 10:00	17	74	0.004	17	74	0.006	17	74	0.010
10:00 - 11:00	17	74	0.002	17	74	0.007	17	74	0.009
11:00 - 12:00	17	74	0.007	17	74	0.006	17	74	0.013
12:00 - 13:00	17	74	0.002	17	74	0.002	17	74	0.004
13:00 - 14:00	17	74	0.002	17	74	0.002	17	74	0.004
14:00 - 15:00	17	74	0.006	17	74	0.002	17	74	0.008
15:00 - 16:00	17	74	0.008	17	74	0.006	17	74	0.014
16:00 - 17:00	17	74	0.006	17	74	0.002	17	74	0.008
17:00 - 18:00	17	74	0.008	17	74	0.005	17	74	0.013
18:00 - 19:00	17	74	0.006	17	74	0.002	17	74	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.067			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.063	17	74	0.214	17	74	0.277
08:00 - 09:00	17	74	0.079	17	74	0.327	17	74	0.406
09:00 - 10:00	17	74	0.119	17	74	0.141	17	74	0.260
10:00 - 11:00	17	74	0.105	17	74	0.135	17	74	0.240
11:00 - 12:00	17	74	0.113	17	74	0.129	17	74	0.242
12:00 - 13:00	17	74	0.143	17	74	0.139	17	74	0.282
13:00 - 14:00	17	74	0.117	17	74	0.125	17	74	0.242
14:00 - 15:00	17	74	0.107	17	74	0.133	17	74	0.240
15:00 - 16:00	17	74	0.169	17	74	0.112	17	74	0.281
16:00 - 17:00	17	74	0.194	17	74	0.106	17	74	0.300
17:00 - 18:00	17	74	0.279	17	74	0.139	17	74	0.418
18:00 - 19:00	17	74	0.277	17	74	0.141	17	74	0.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.765			1.841			3.606

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.017	17	74	0.083	17	74	0.100
08:00 - 09:00	17	74	0.028	17	74	0.102	17	74	0.130
09:00 - 10:00	17	74	0.044	17	74	0.079	17	74	0.123
10:00 - 11:00	17	74	0.058	17	74	0.055	17	74	0.113
11:00 - 12:00	17	74	0.042	17	74	0.047	17	74	0.089
12:00 - 13:00	17	74	0.061	17	74	0.059	17	74	0.120
13:00 - 14:00	17	74	0.051	17	74	0.050	17	74	0.101
14:00 - 15:00	17	74	0.046	17	74	0.060	17	74	0.106
15:00 - 16:00	17	74	0.073	17	74	0.055	17	74	0.128
16:00 - 17:00	17	74	0.083	17	74	0.063	17	74	0.146
17:00 - 18:00	17	74	0.098	17	74	0.063	17	74	0.161
18:00 - 19:00	17	74	0.087	17	74	0.054	17	74	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.688			0.770			1.458

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.002	17	74	0.029	17	74	0.031
08:00 - 09:00	17	74	0.006	17	74	0.079	17	74	0.085
09:00 - 10:00	17	74	0.006	17	74	0.024	17	74	0.030
10:00 - 11:00	17	74	0.009	17	74	0.012	17	74	0.021
11:00 - 12:00	17	74	0.011	17	74	0.010	17	74	0.021
12:00 - 13:00	17	74	0.018	17	74	0.017	17	74	0.035
13:00 - 14:00	17	74	0.013	17	74	0.021	17	74	0.034
14:00 - 15:00	17	74	0.019	17	74	0.014	17	74	0.033
15:00 - 16:00	17	74	0.049	17	74	0.013	17	74	0.062
16:00 - 17:00	17	74	0.025	17	74	0.009	17	74	0.034
17:00 - 18:00	17	74	0.048	17	74	0.010	17	74	0.058
18:00 - 19:00	17	74	0.034	17	74	0.010	17	74	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.248			0.488

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.000	17	74	0.020	17	74	0.020
08:00 - 09:00	17	74	0.001	17	74	0.030	17	74	0.031
09:00 - 10:00	17	74	0.001	17	74	0.010	17	74	0.011
10:00 - 11:00	17	74	0.005	17	74	0.006	17	74	0.011
11:00 - 12:00	17	74	0.000	17	74	0.005	17	74	0.005
12:00 - 13:00	17	74	0.006	17	74	0.002	17	74	0.008
13:00 - 14:00	17	74	0.002	17	74	0.002	17	74	0.004
14:00 - 15:00	17	74	0.002	17	74	0.001	17	74	0.003
15:00 - 16:00	17	74	0.006	17	74	0.001	17	74	0.007
16:00 - 17:00	17	74	0.013	17	74	0.001	17	74	0.014
17:00 - 18:00	17	74	0.017	17	74	0.000	17	74	0.017
18:00 - 19:00	17	74	0.019	17	74	0.001	17	74	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.079			0.151

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.000	17	74	0.000	17	74	0.000
08:00 - 09:00	17	74	0.000	17	74	0.000	17	74	0.000
09:00 - 10:00	17	74	0.000	17	74	0.000	17	74	0.000
10:00 - 11:00	17	74	0.000	17	74	0.000	17	74	0.000
11:00 - 12:00	17	74	0.000	17	74	0.000	17	74	0.000
12:00 - 13:00	17	74	0.000	17	74	0.000	17	74	0.000
13:00 - 14:00	17	74	0.000	17	74	0.000	17	74	0.000
14:00 - 15:00	17	74	0.000	17	74	0.000	17	74	0.000
15:00 - 16:00	17	74	0.000	17	74	0.000	17	74	0.000
16:00 - 17:00	17	74	0.000	17	74	0.000	17	74	0.000
17:00 - 18:00	17	74	0.002	17	74	0.001	17	74	0.003
18:00 - 19:00	17	74	0.000	17	74	0.000	17	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.002	17	74	0.049	17	74	0.051
08:00 - 09:00	17	74	0.007	17	74	0.110	17	74	0.117
09:00 - 10:00	17	74	0.007	17	74	0.034	17	74	0.041
10:00 - 11:00	17	74	0.013	17	74	0.017	17	74	0.030
11:00 - 12:00	17	74	0.011	17	74	0.015	17	74	0.026
12:00 - 13:00	17	74	0.024	17	74	0.019	17	74	0.043
13:00 - 14:00	17	74	0.014	17	74	0.024	17	74	0.038
14:00 - 15:00	17	74	0.021	17	74	0.015	17	74	0.036
15:00 - 16:00	17	74	0.055	17	74	0.014	17	74	0.069
16:00 - 17:00	17	74	0.037	17	74	0.010	17	74	0.047
17:00 - 18:00	17	74	0.068	17	74	0.011	17	74	0.079
18:00 - 19:00	17	74	0.053	17	74	0.010	17	74	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.312			0.328			0.640

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.087	17	74	0.356	17	74	0.443
08:00 - 09:00	17	74	0.118	17	74	0.556	17	74	0.674
09:00 - 10:00	17	74	0.175	17	74	0.260	17	74	0.435
10:00 - 11:00	17	74	0.179	17	74	0.214	17	74	0.393
11:00 - 12:00	17	74	0.174	17	74	0.198	17	74	0.372
12:00 - 13:00	17	74	0.230	17	74	0.219	17	74	0.449
13:00 - 14:00	17	74	0.184	17	74	0.201	17	74	0.385
14:00 - 15:00	17	74	0.179	17	74	0.210	17	74	0.389
15:00 - 16:00	17	74	0.305	17	74	0.187	17	74	0.492
16:00 - 17:00	17	74	0.321	17	74	0.179	17	74	0.500
17:00 - 18:00	17	74	0.453	17	74	0.217	17	74	0.670
18:00 - 19:00	17	74	0.423	17	74	0.207	17	74	0.630
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.828			3.004			5.832

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

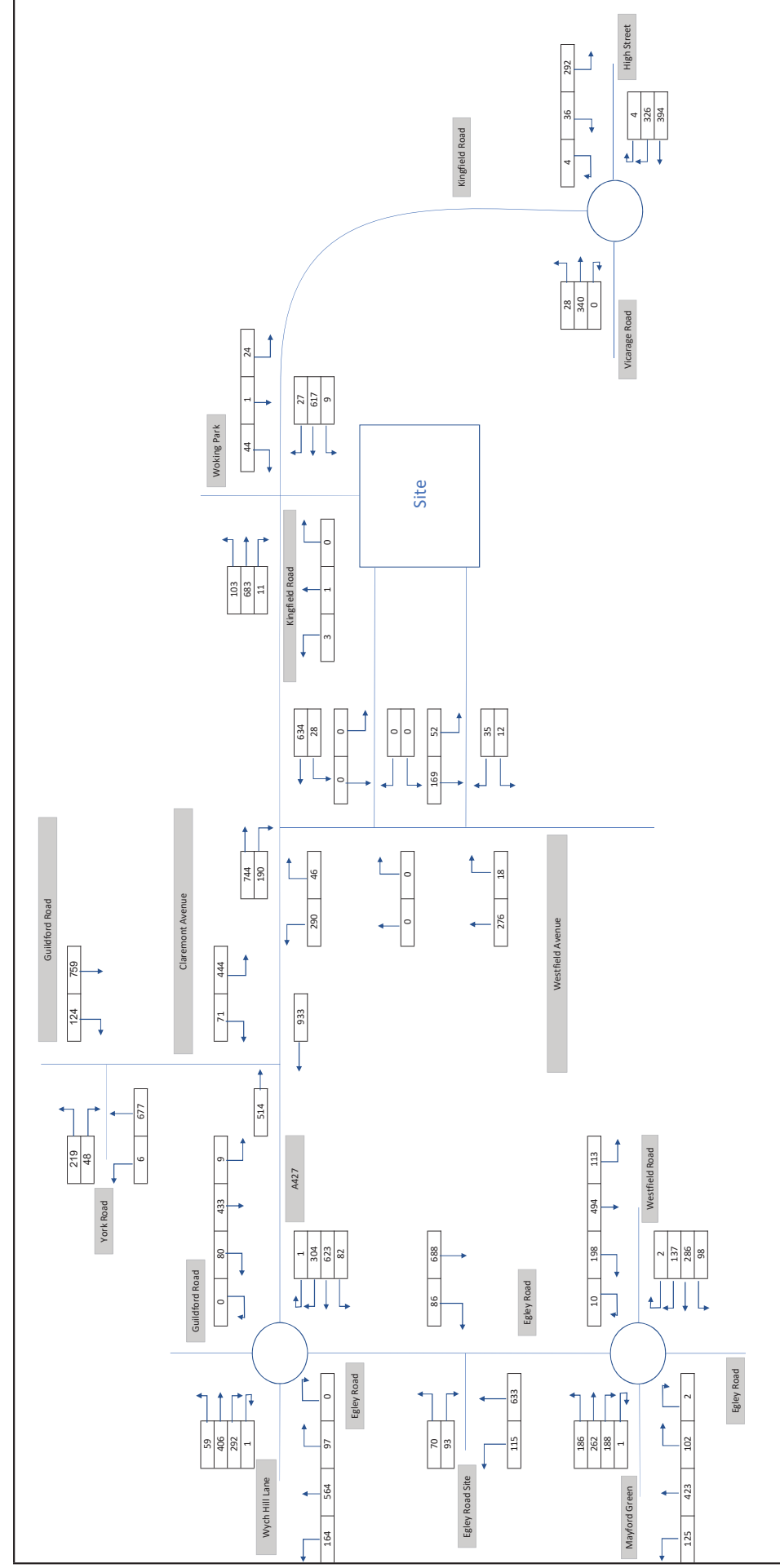
BOLD print indicates peak (busiest) period


Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	74	0.005	17	74	0.004	17	74	0.009
08:00 - 09:00	17	74	0.003	17	74	0.003	17	74	0.006
09:00 - 10:00	17	74	0.002	17	74	0.002	17	74	0.004
10:00 - 11:00	17	74	0.000	17	74	0.001	17	74	0.001
11:00 - 12:00	17	74	0.003	17	74	0.002	17	74	0.005
12:00 - 13:00	17	74	0.002	17	74	0.004	17	74	0.006
13:00 - 14:00	17	74	0.001	17	74	0.001	17	74	0.002
14:00 - 15:00	17	74	0.001	17	74	0.001	17	74	0.002
15:00 - 16:00	17	74	0.004	17	74	0.003	17	74	0.007
16:00 - 17:00	17	74	0.002	17	74	0.003	17	74	0.005
17:00 - 18:00	17	74	0.002	17	74	0.001	17	74	0.003
18:00 - 19:00	17	74	0.002	17	74	0.002	17	74	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

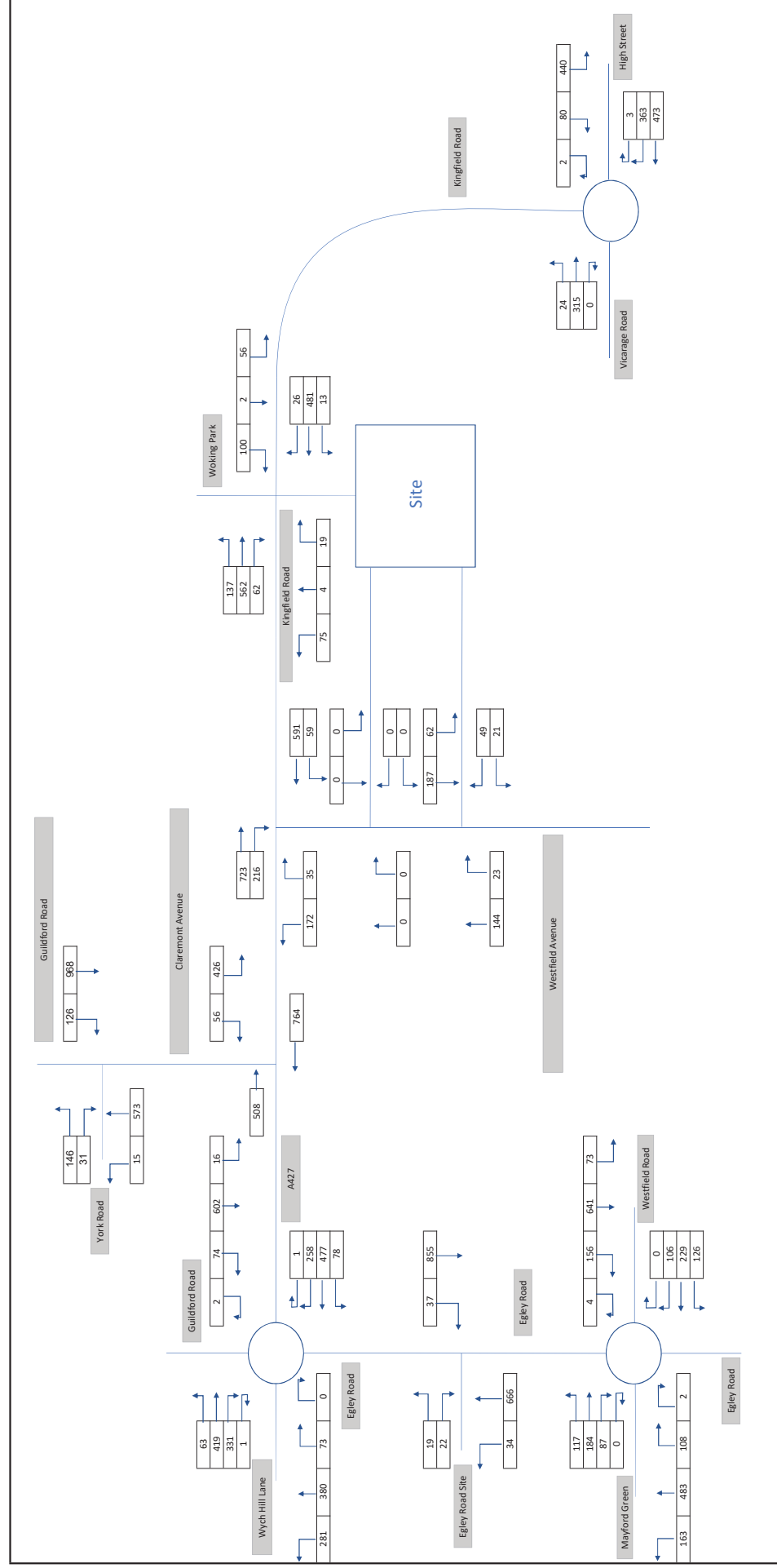
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.


To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

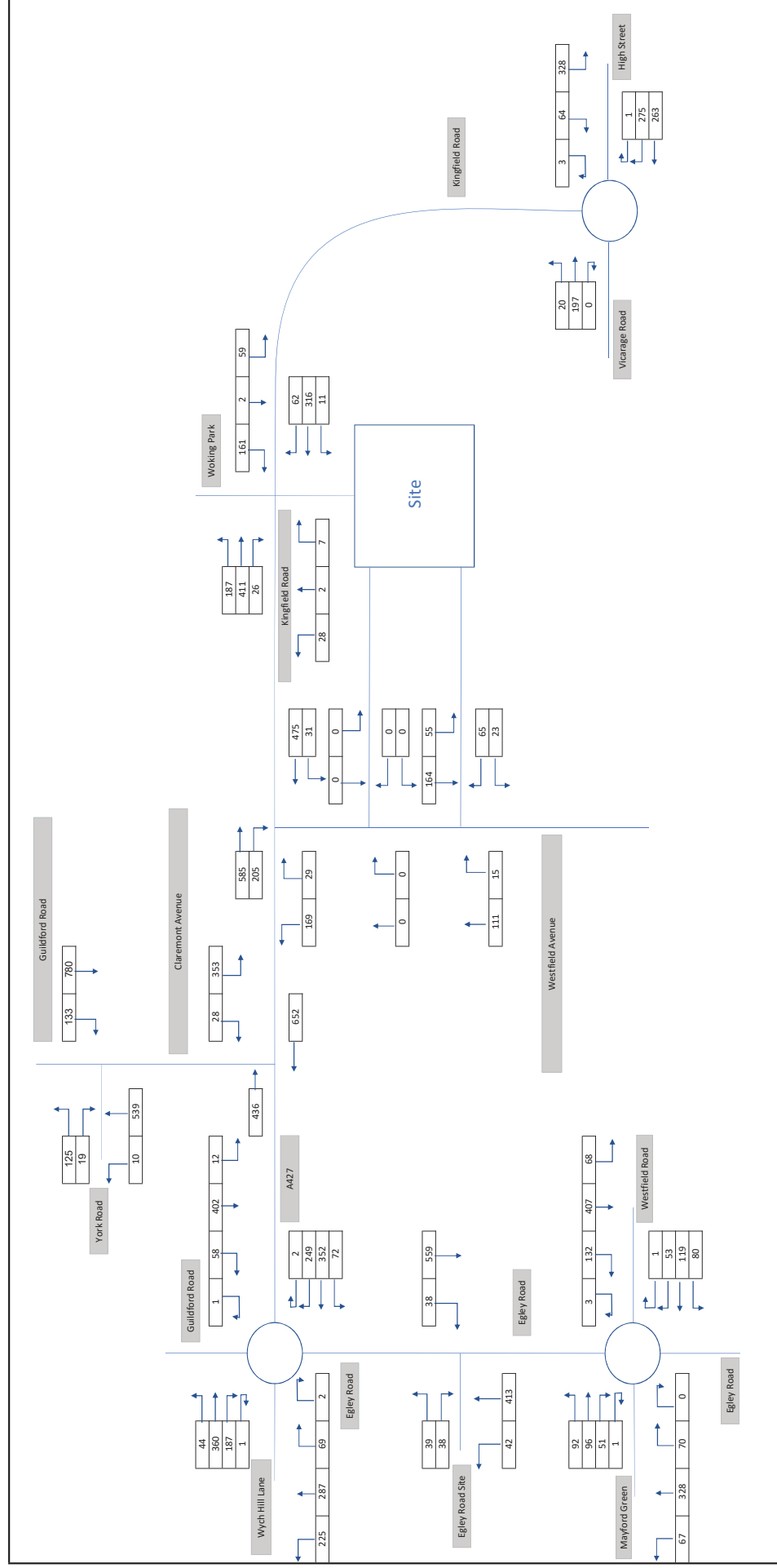
APPENDIX P




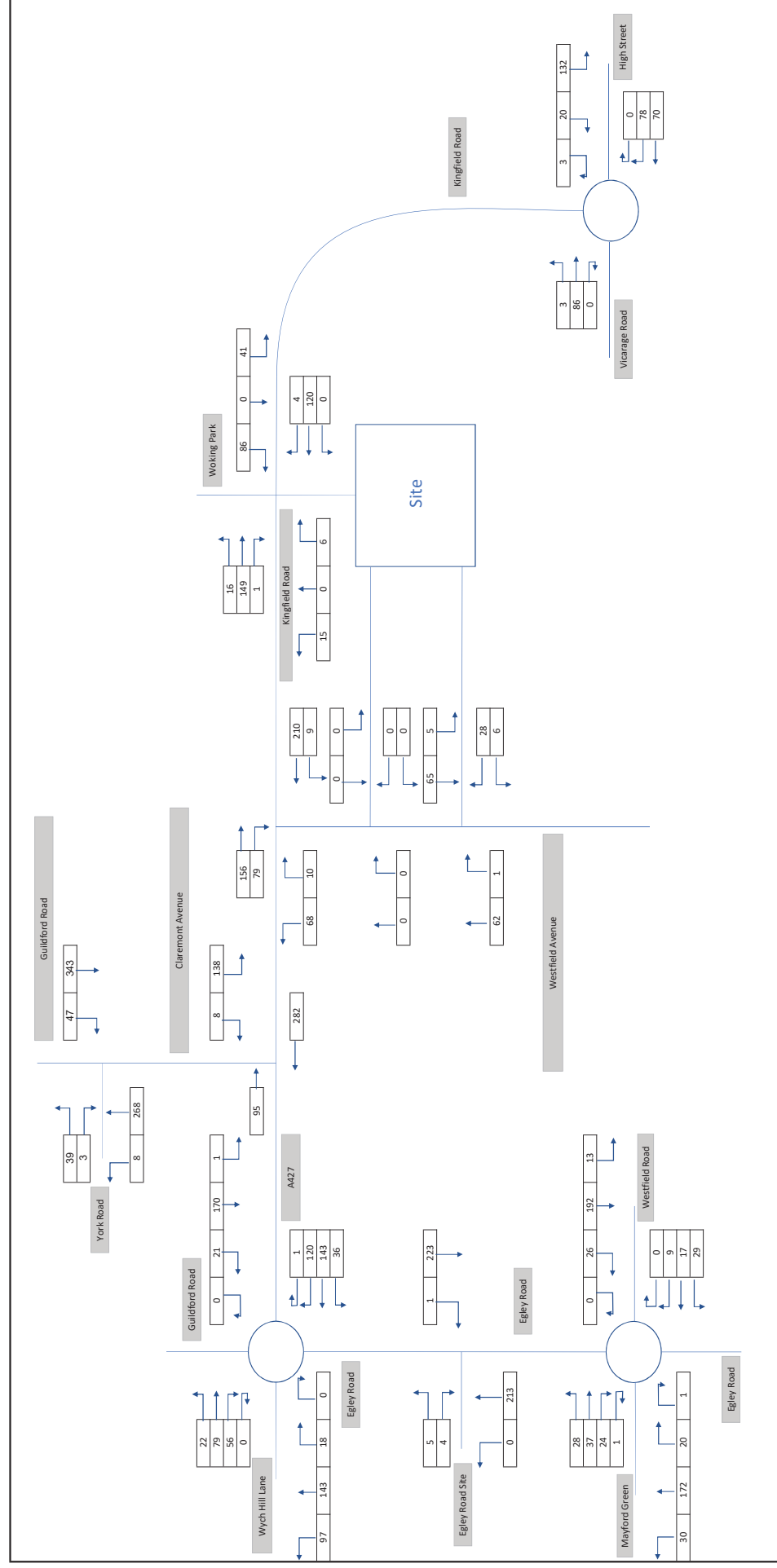
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club			
	Client:	Woking Football Club			
Scale:	NTS	Drawn:	TD	Date:	14/11/2019
Checked:		Rev:		Figure No:	2019 Base AM (07:45-08:45) - Vehicles



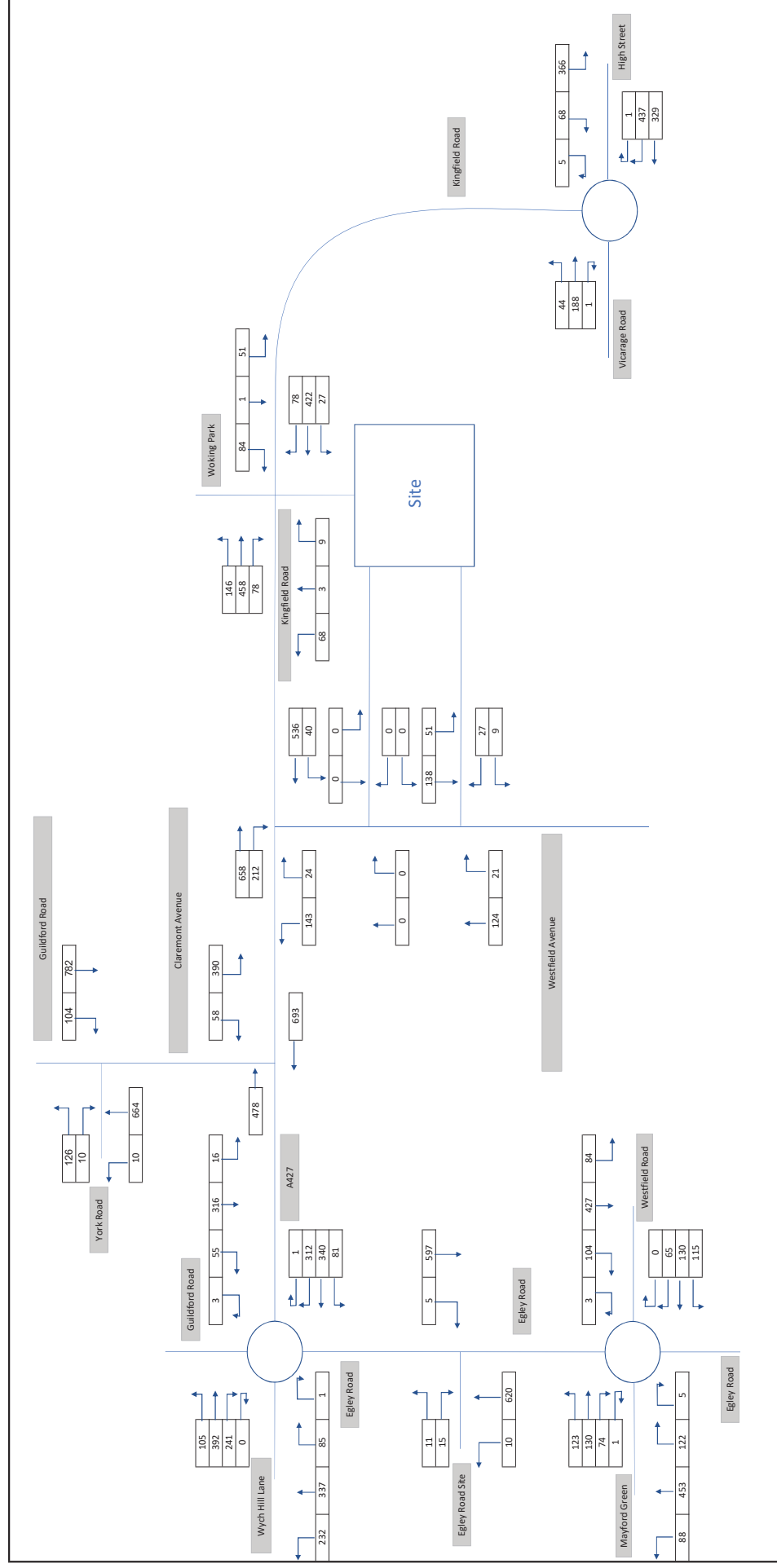
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk		Woking Football Club Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
Project Title:		Figure Title:		Figure No:		2019 Base PM (16:45-17:45) - Vehicles		Figure No:
Client:		Client:		Client:		Client:		Client:



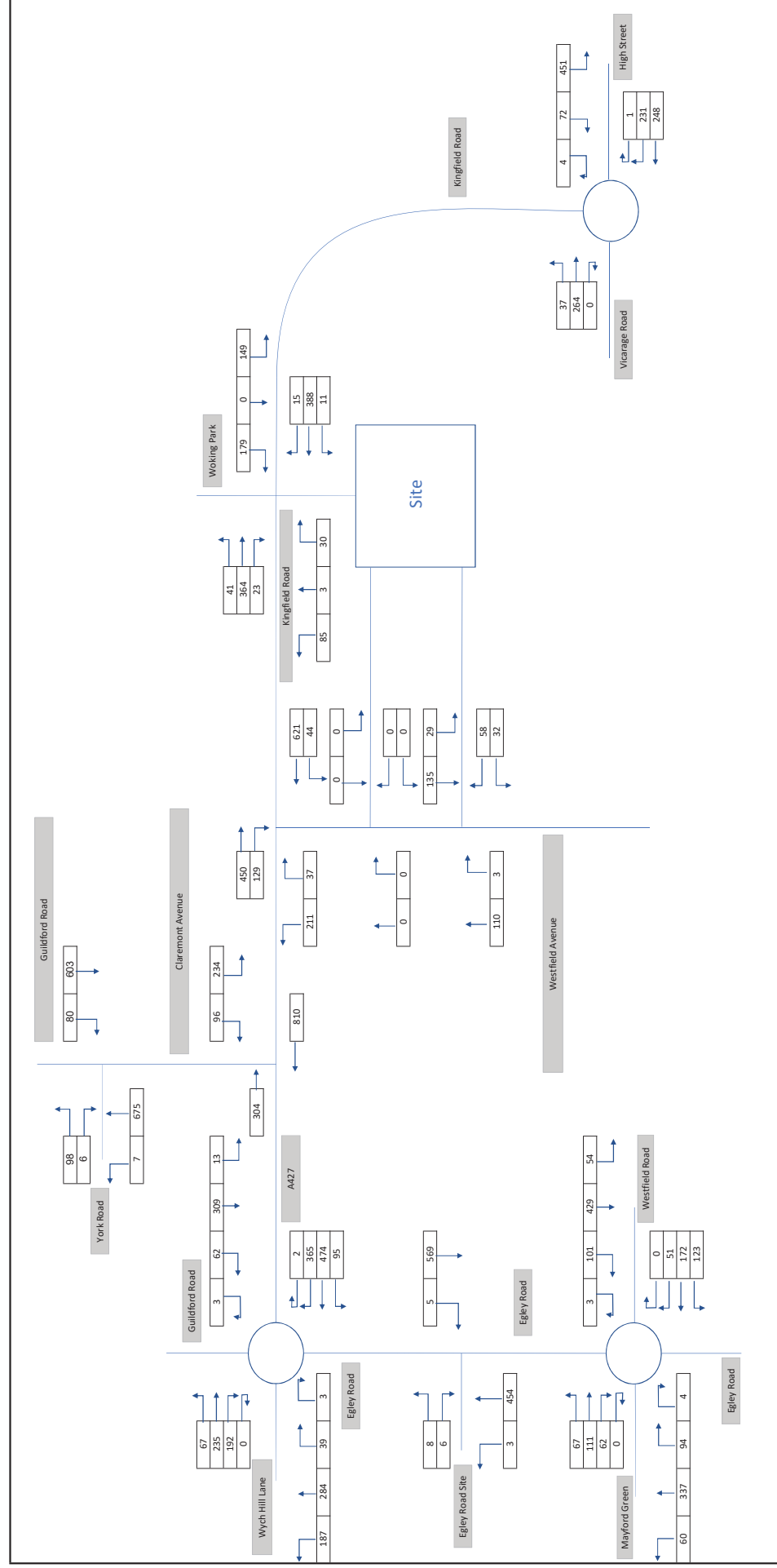
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk		Woking Football Club Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
Project Title:		Figure Title:		Figure No:		2019 Early-Evening (18:45-19:45) - Vehicles		Figure No:
Client:		Client:		Client:		Client:		Client:



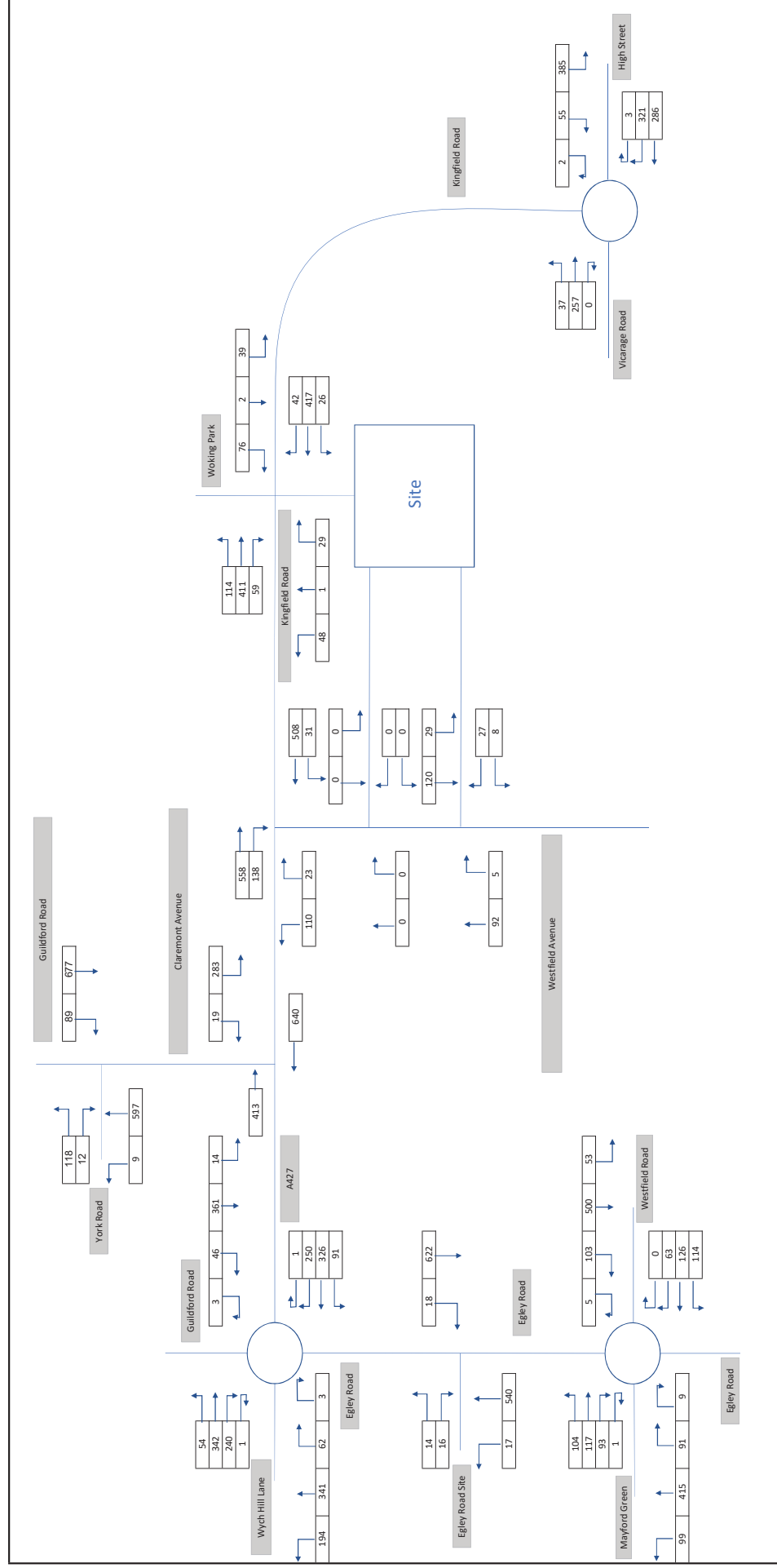
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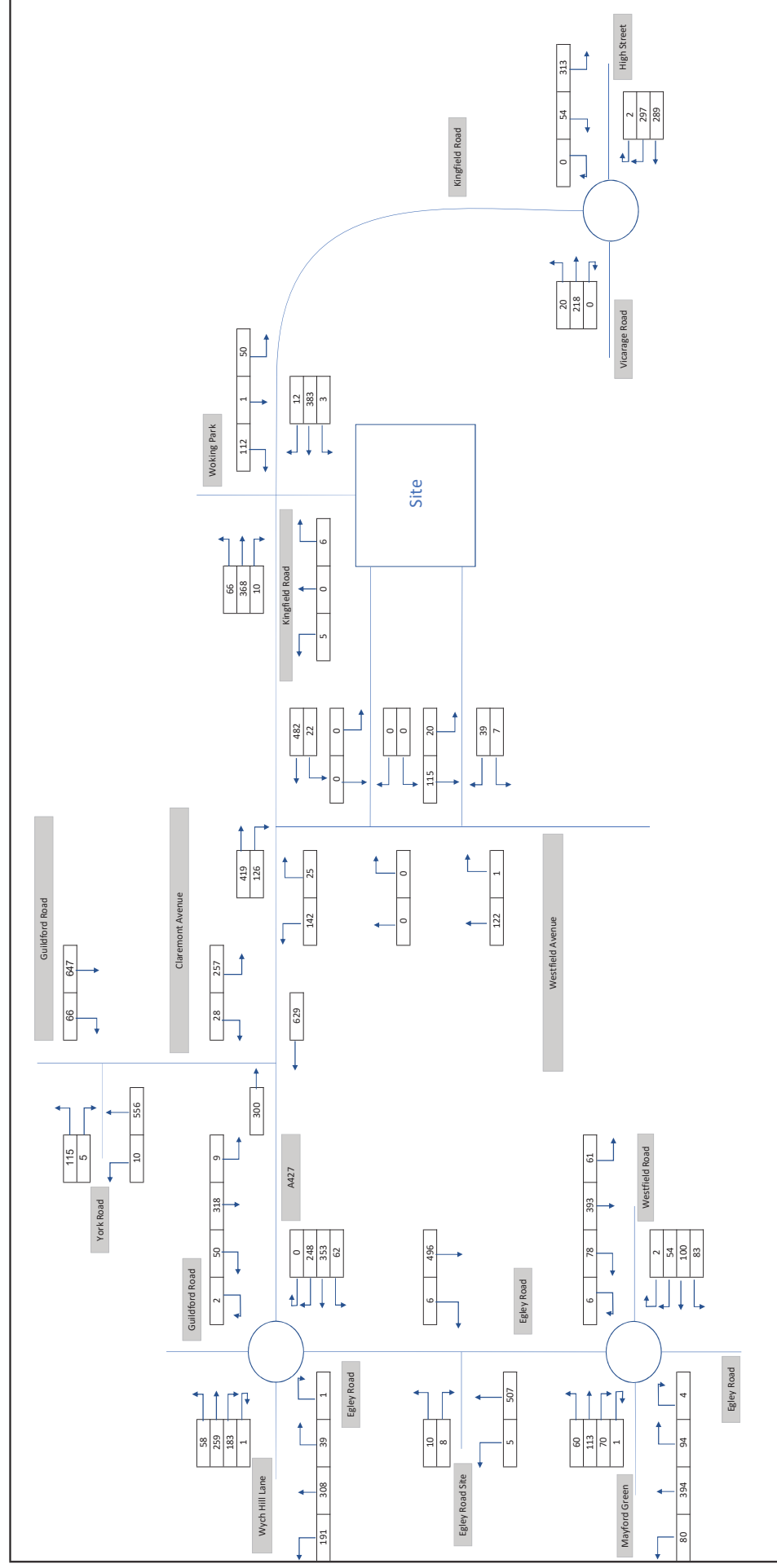
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	Project Title: Woking Football Club Client:				Figure Title: 2019 Weekend Base Pre-Game (13:45-14:45) - Vehicles Figure No:




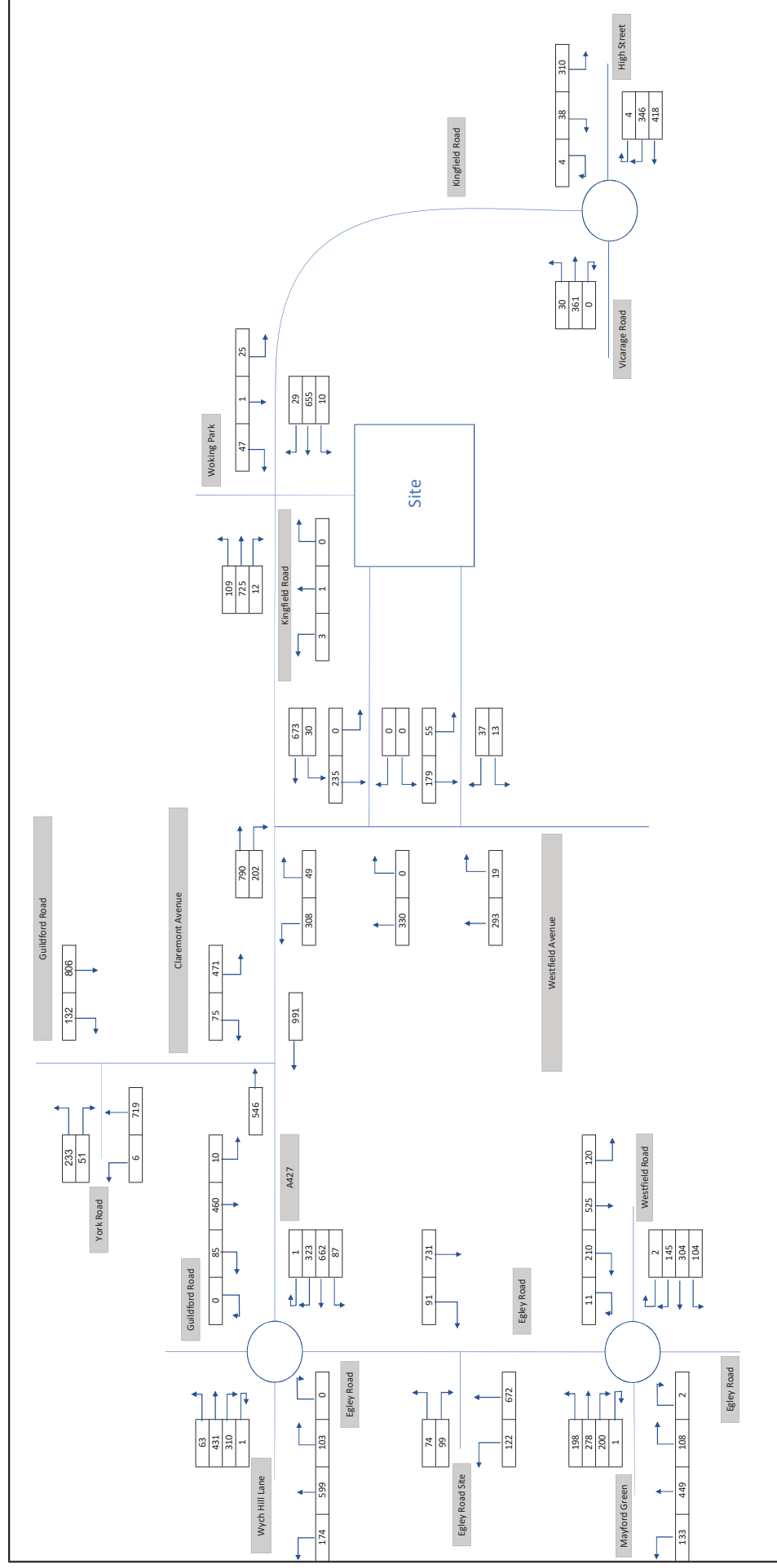
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev: 	
Client: Woking Football Club		Figure Title: 2019 Weekend Base Post-Game (16:45-17:45) - Vehicles						Figure No:




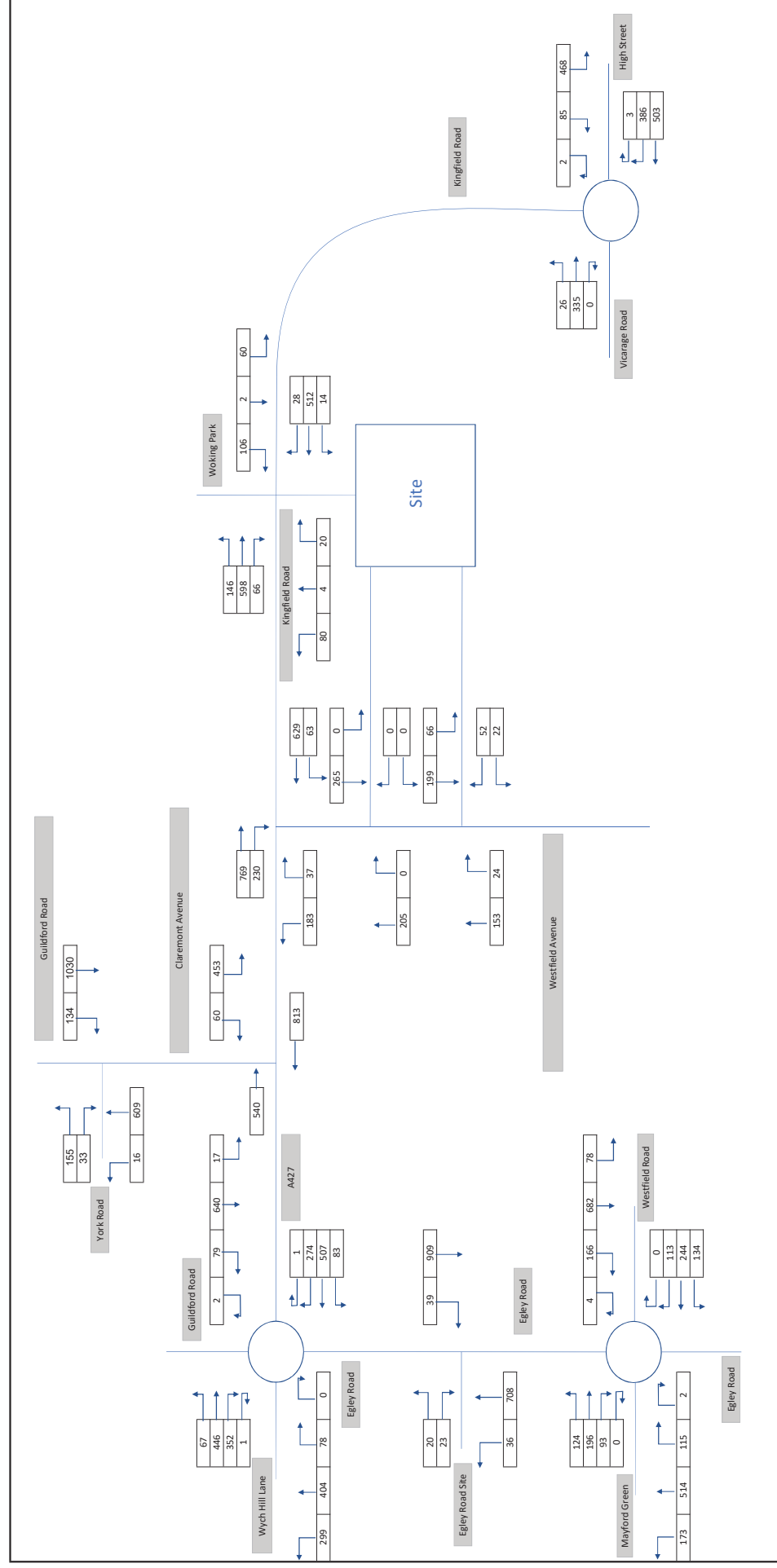
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Client: Woking Football Club		Figure Title: 2019 Weekend Base Non-Gameday (13:45-14:45) - Vehicles						Figure No:



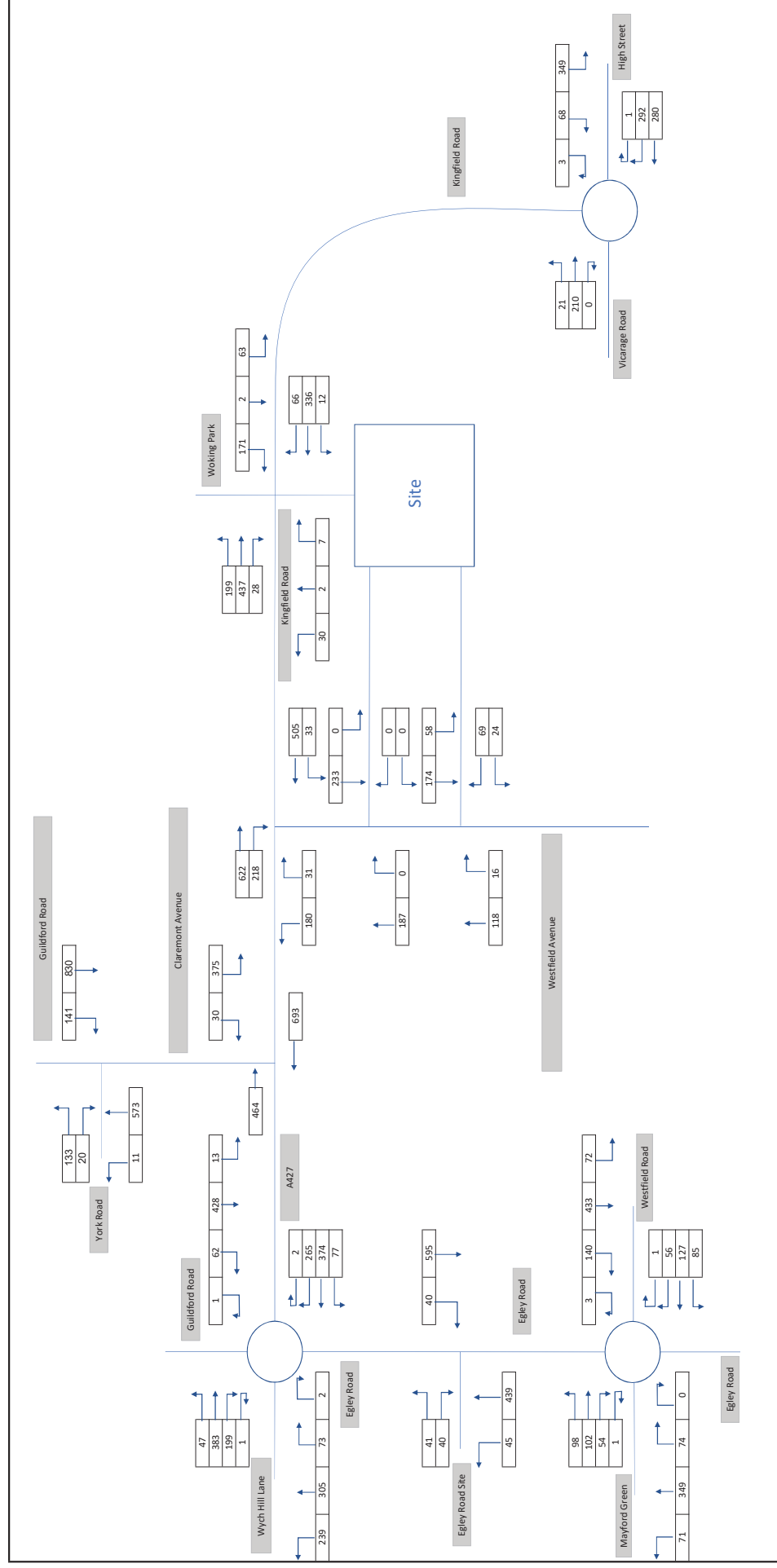
 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
	Client: Woking Football Club	Figure Title: 2019 Weekend Base Non-Gameday (16:45-17:45) - Vehicles				



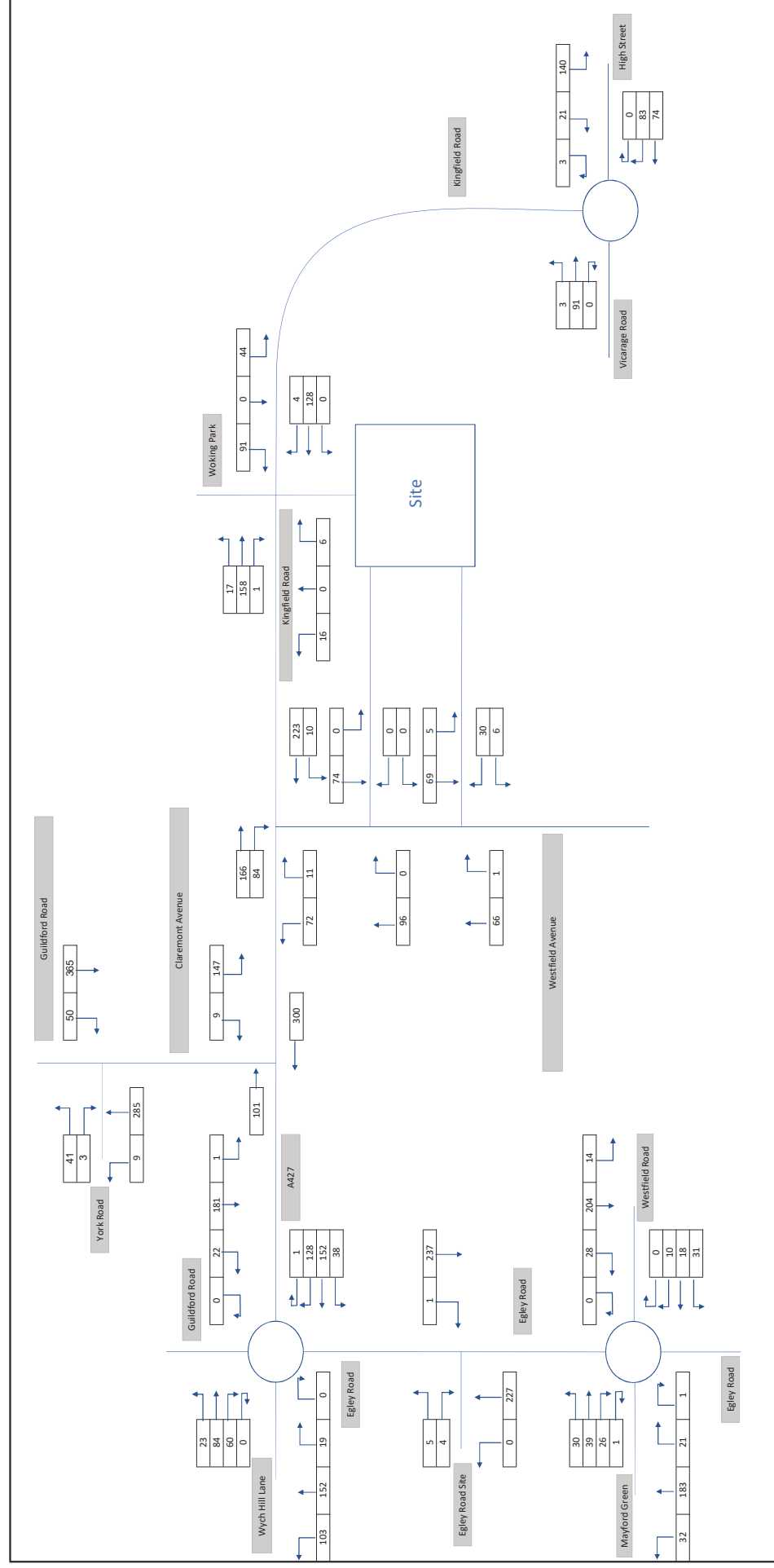
 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
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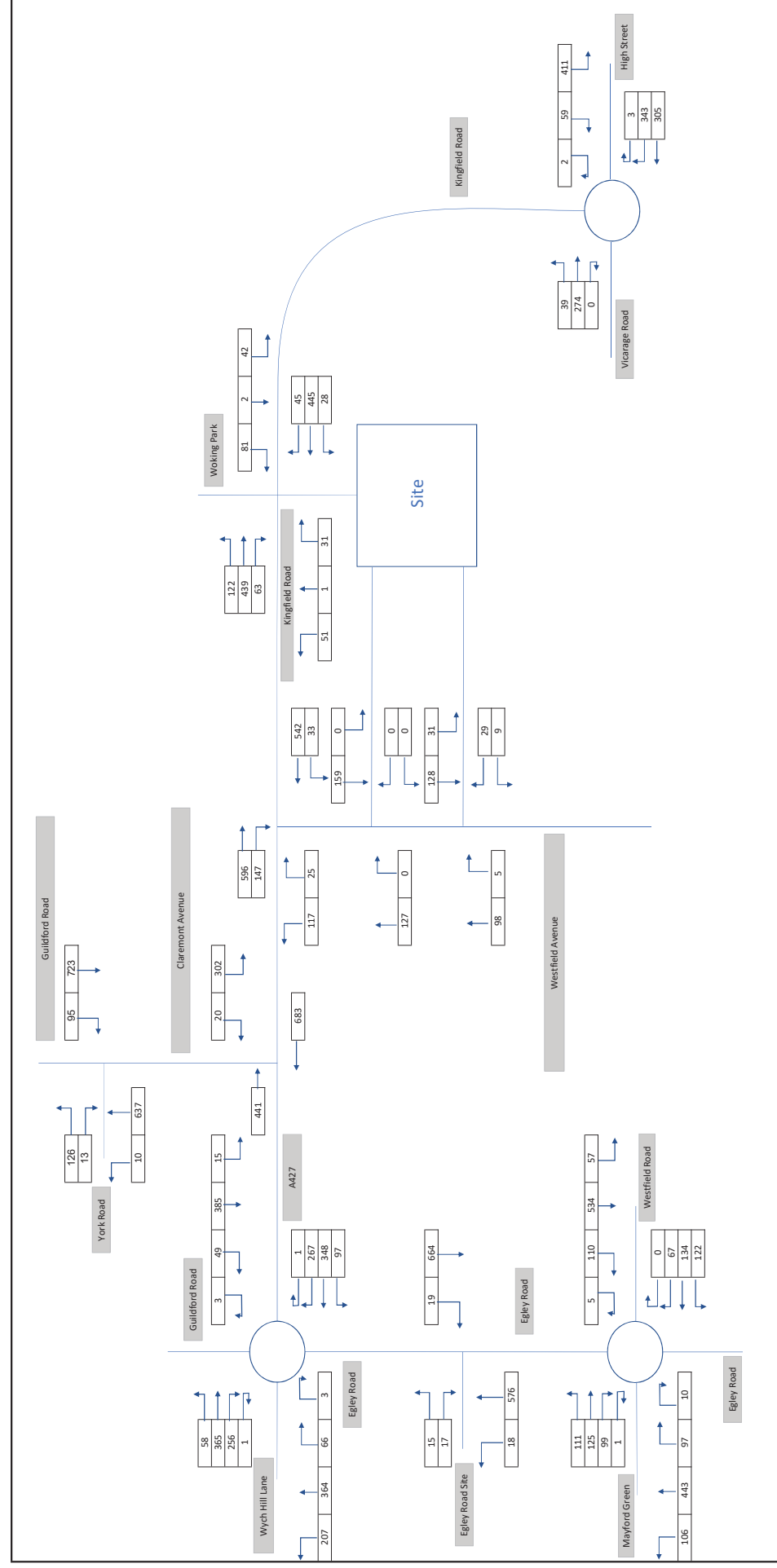
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: Future Year Base PM (16:45-17:45) - Vehicles					
		Figure No: 					



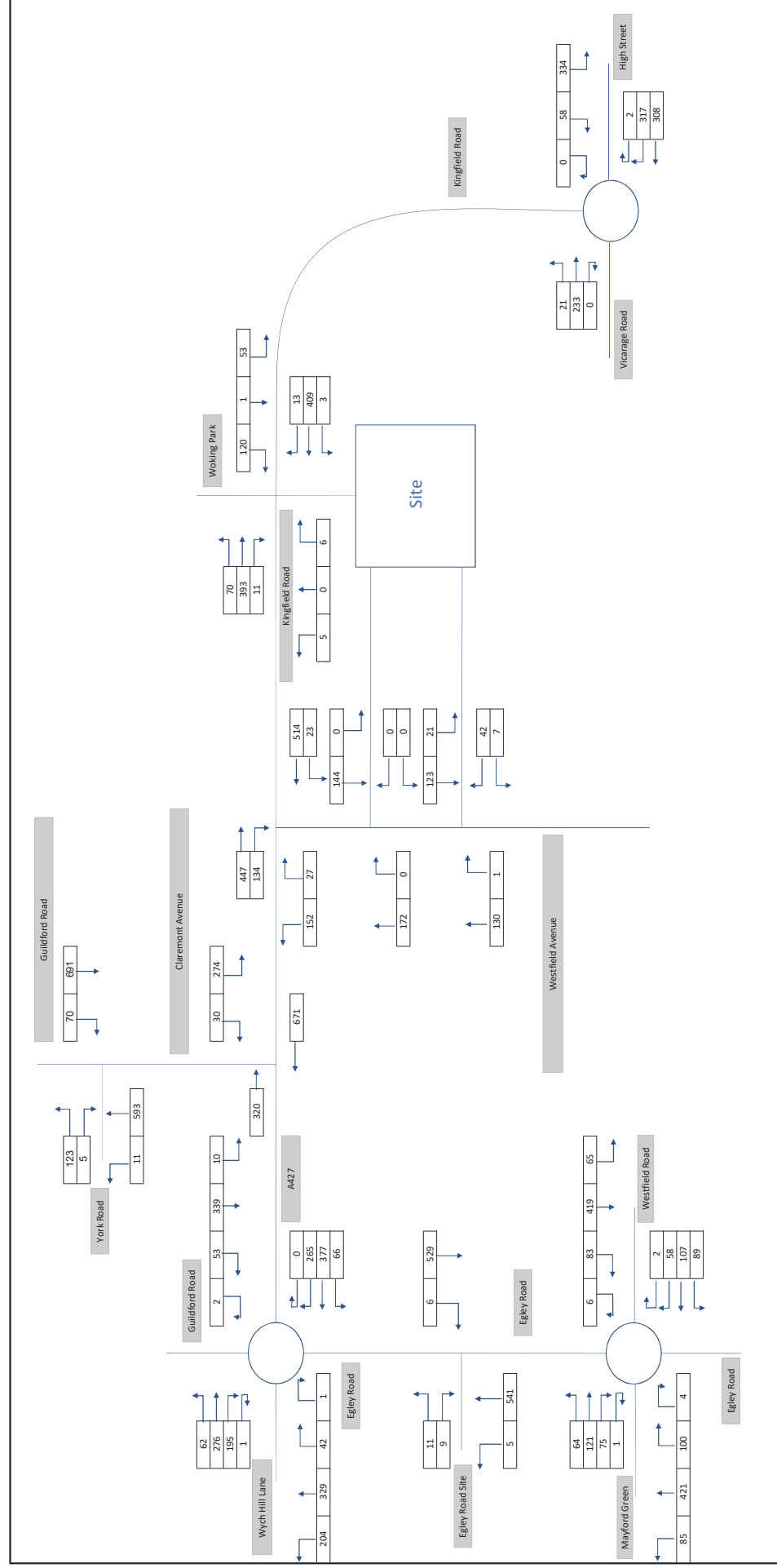
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: Future Year Early-Evening (18:45-19:45) - Vehicles					
		Figure No: 					



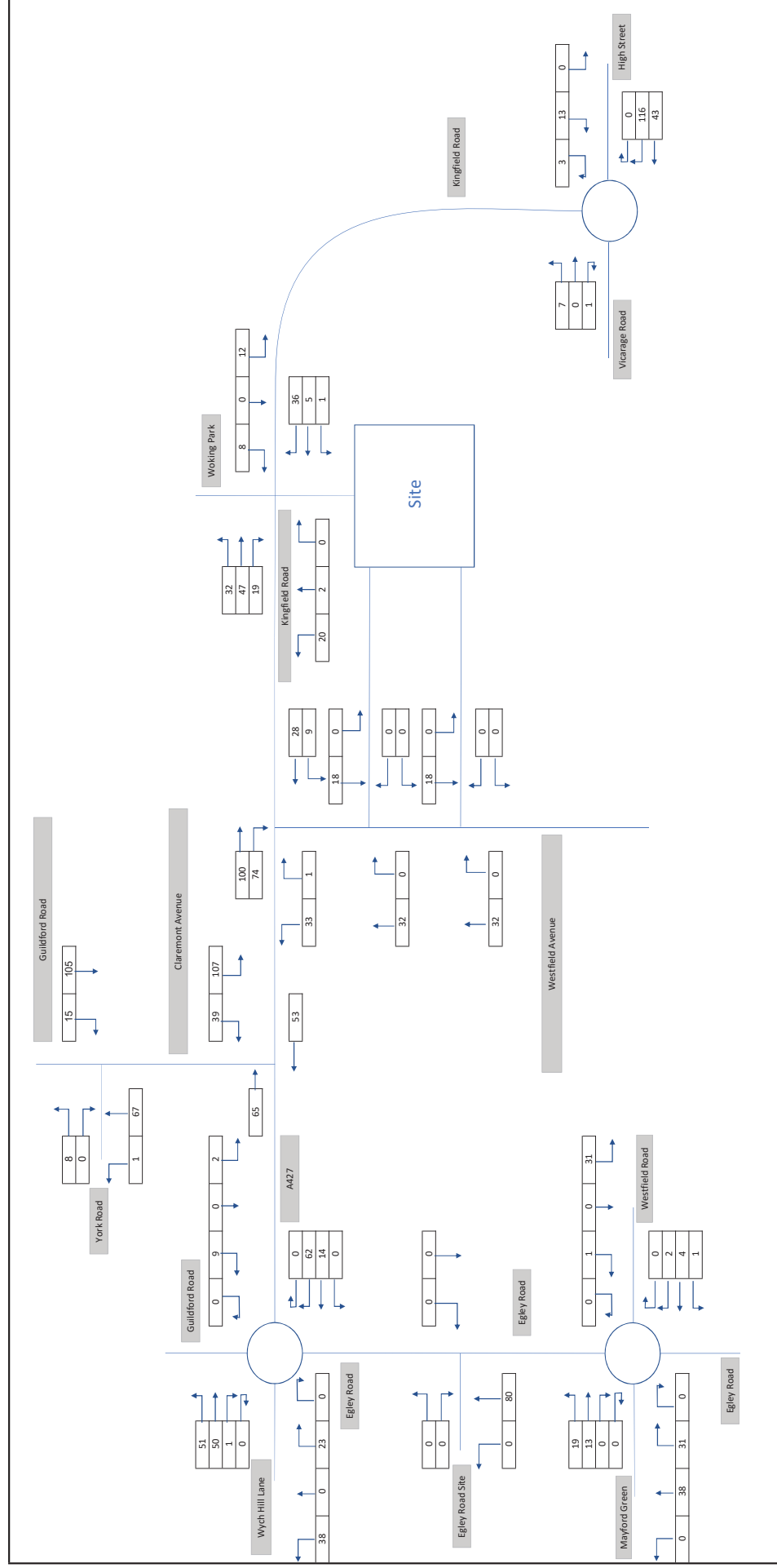
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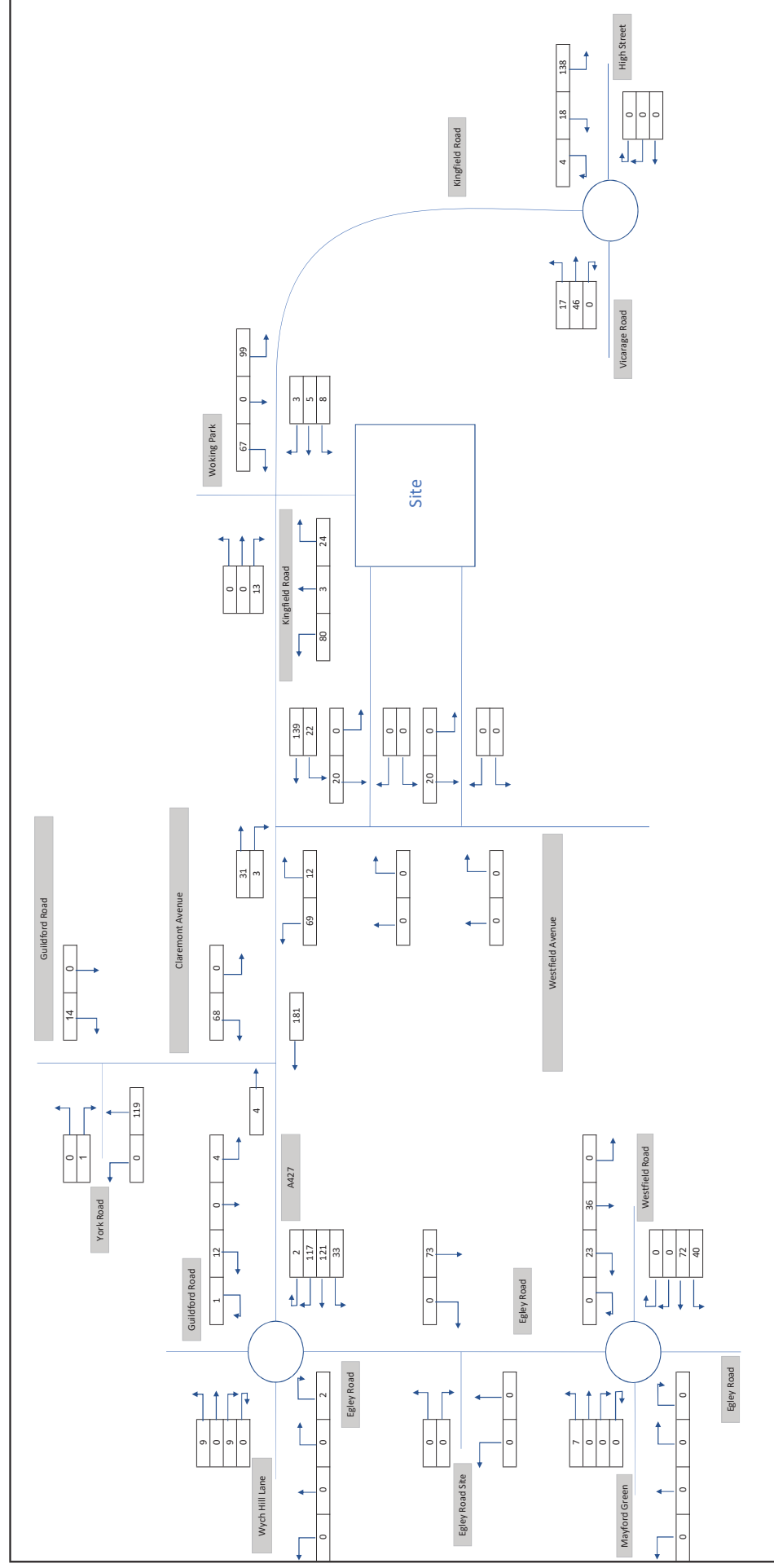
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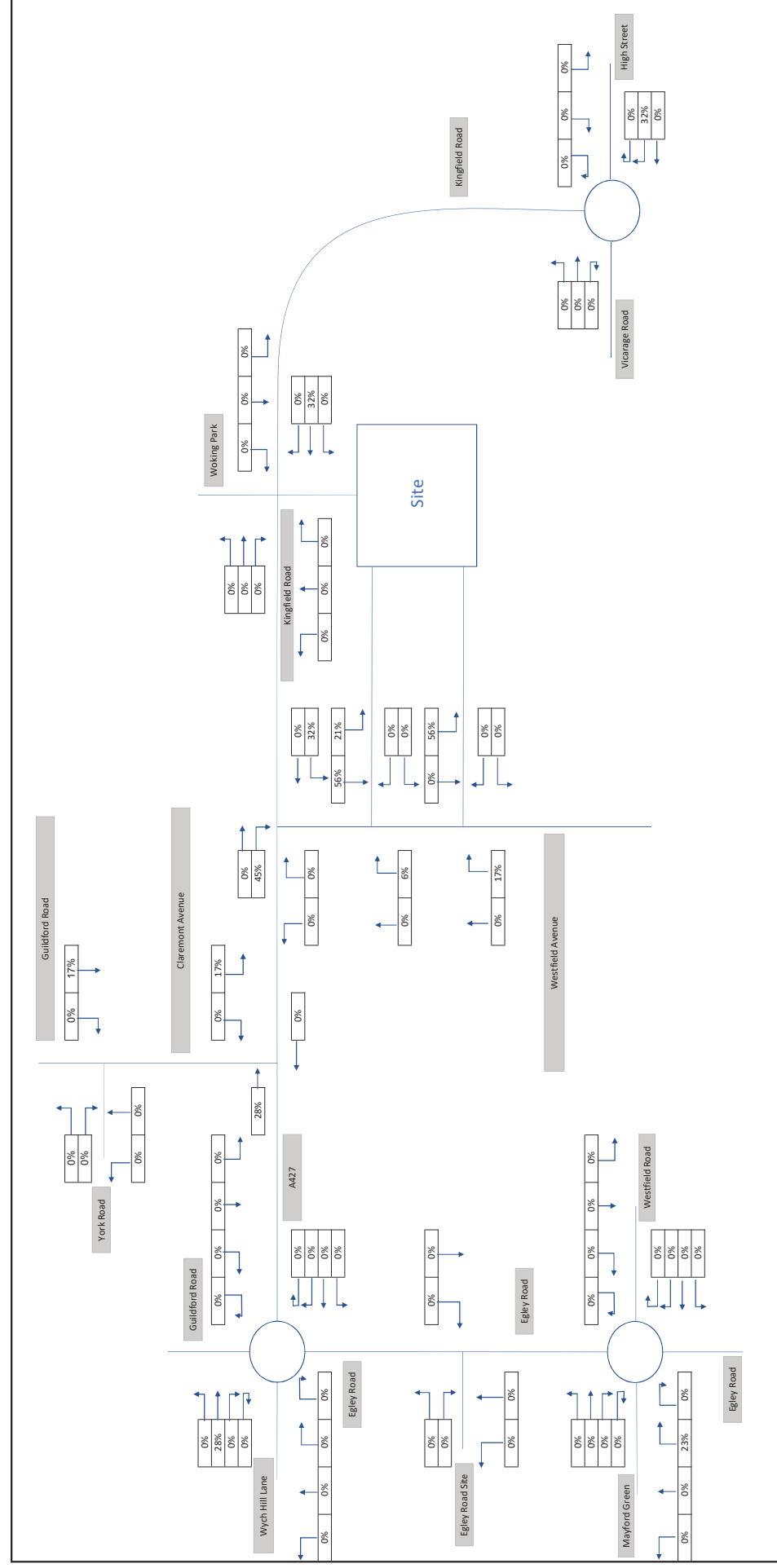
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	Client:	Woking Football Club	Figure Title:	Future Year Weekend Base Non-Gameday (16:45-17:45) - Vehicles	Figure No:							




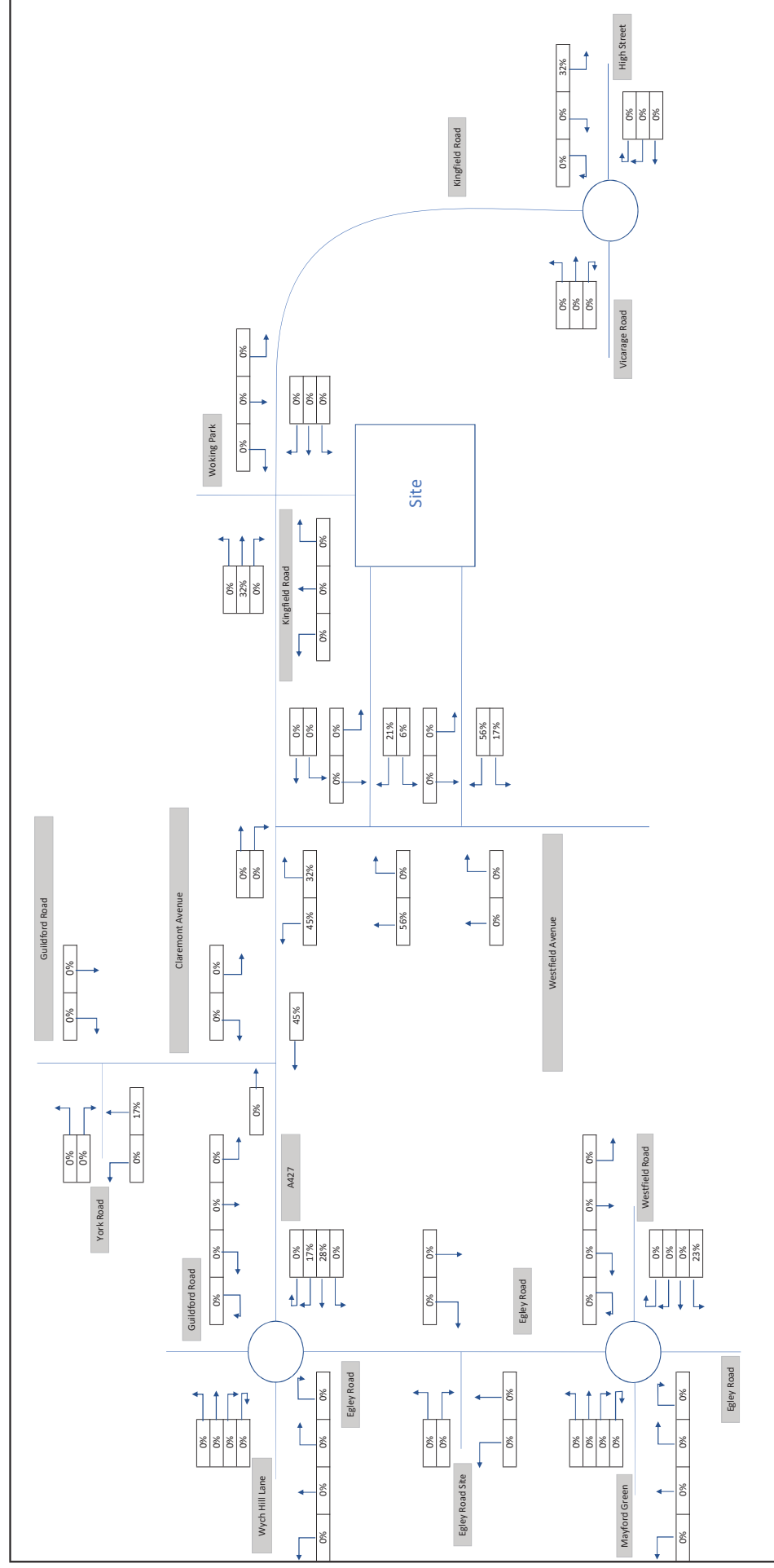
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	Client:	Woking Football Club	Figure Title:	Observed Football Club Only Pre-Game	Figure No:							




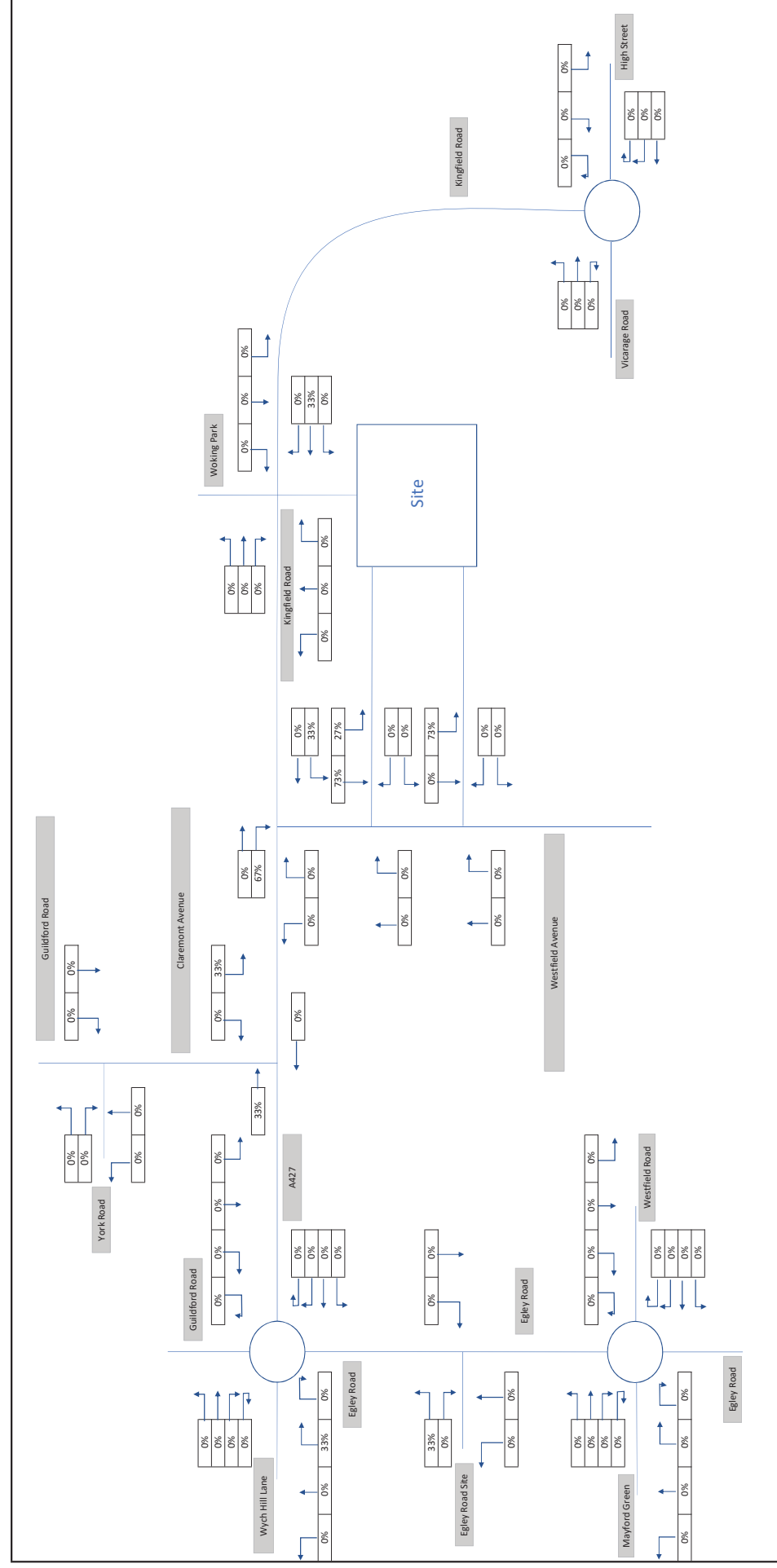
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club	Scale:	NTS	Drawn:	TD	Date:	14/11/2019	Checked:		Rev:	
	Client:	Woking Football Club	Figure Title:	Observed Football Club Only Trips Post-Game								




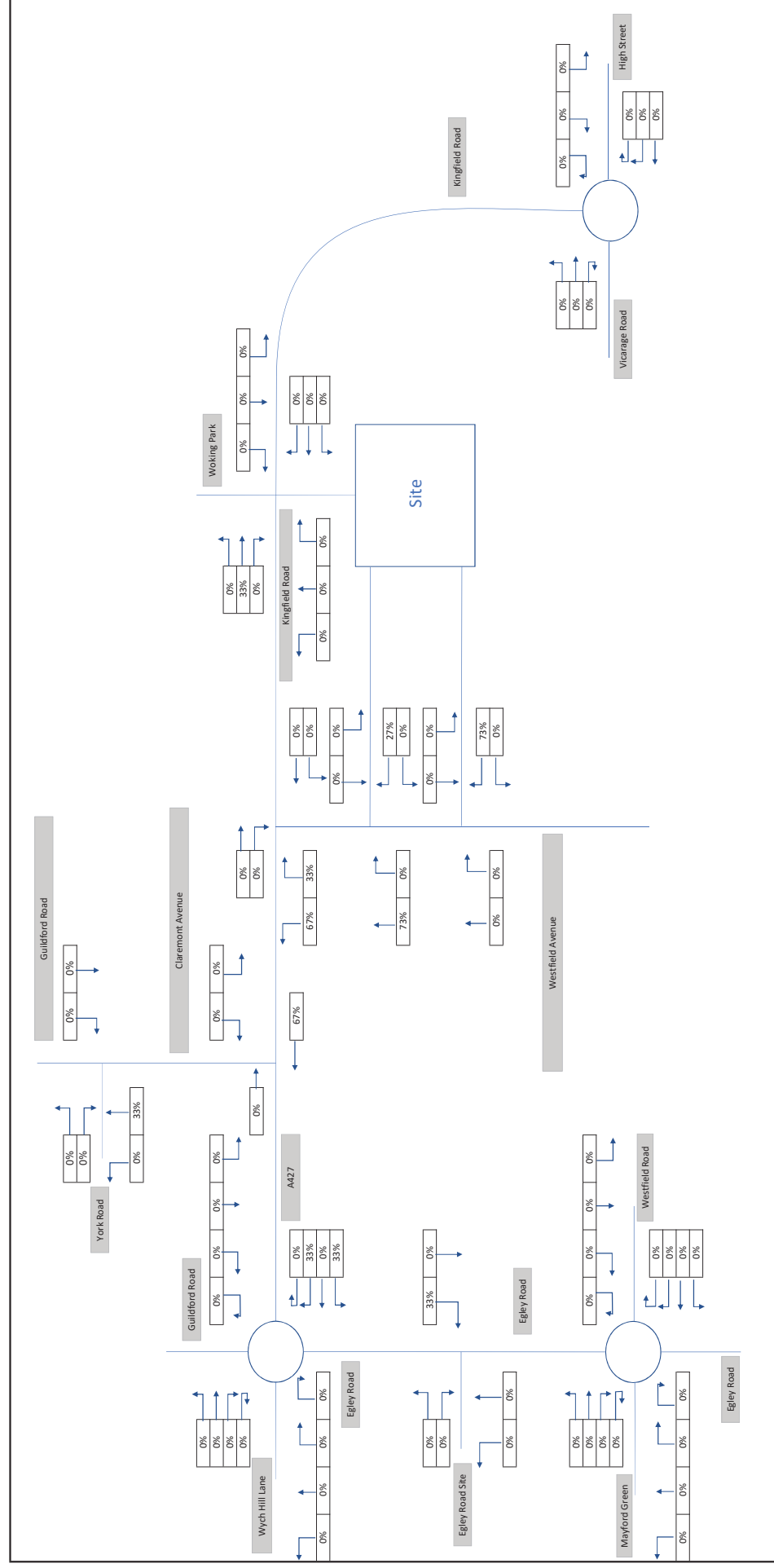
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	Client:	Woking Football Club	Figure Title:	Inbound Commuting Distribution								



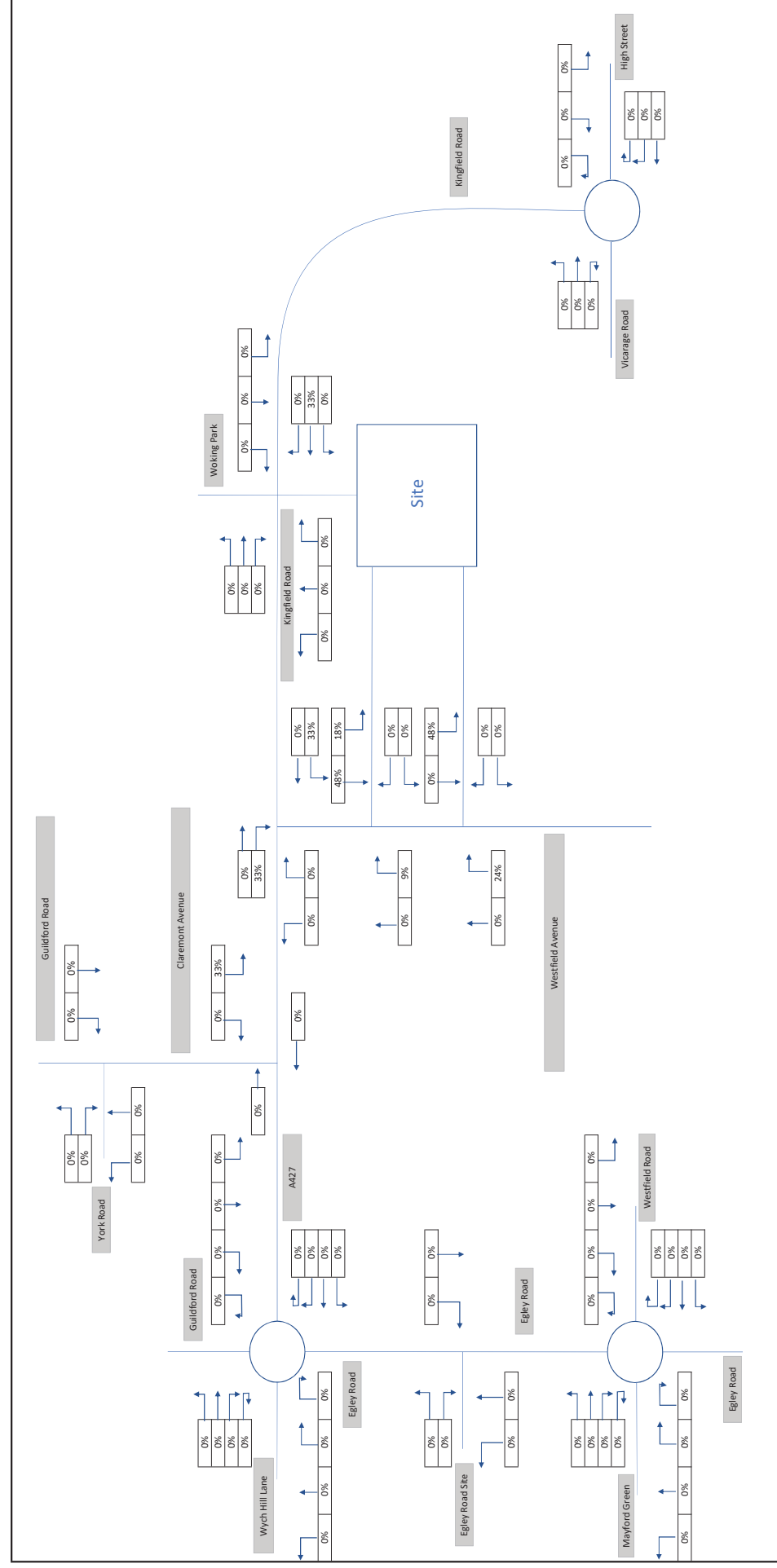
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	Client: Woking Football Club	Figure Title: Outbound Commuting Distribution	Figure No:			



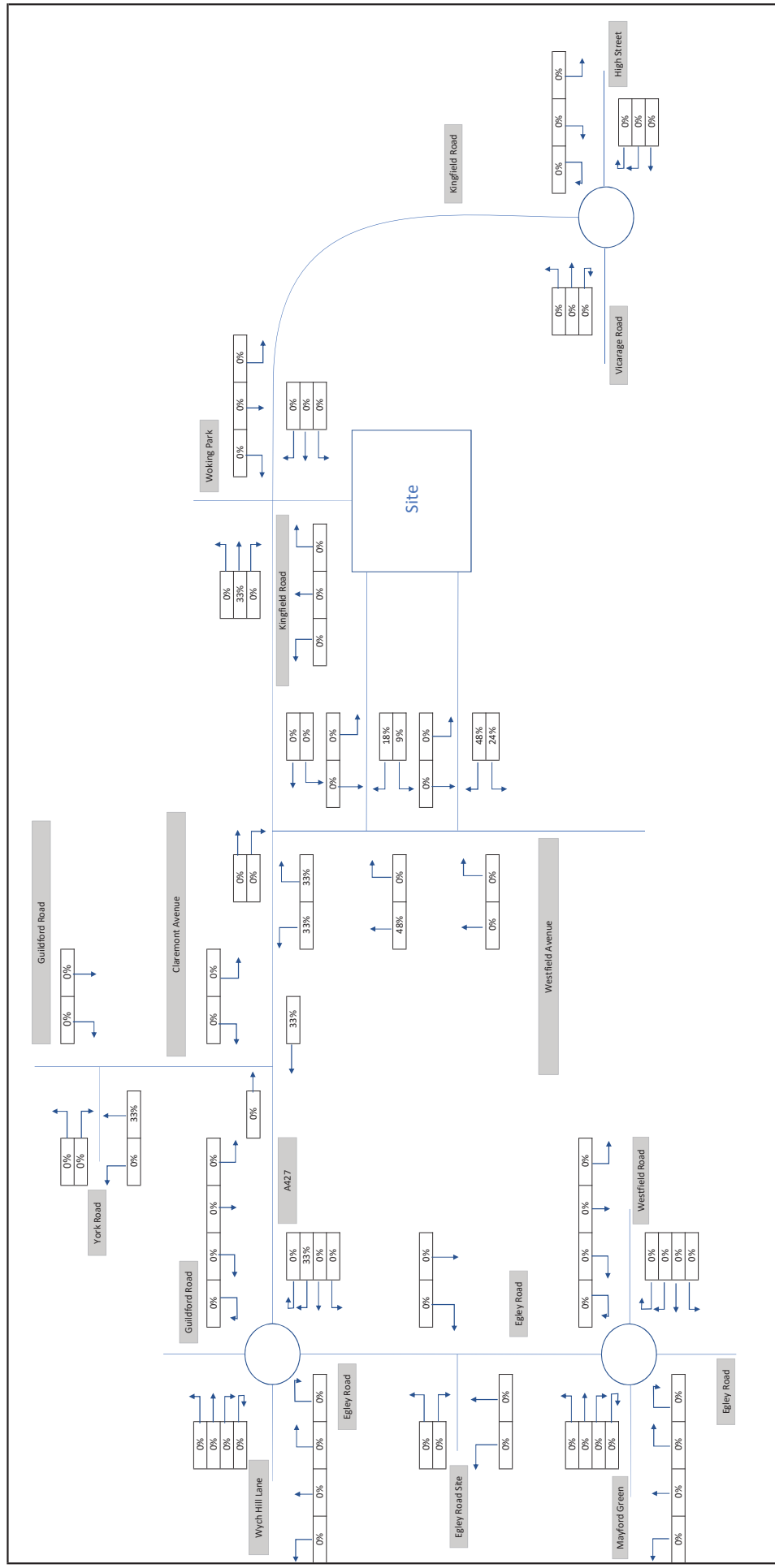
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	Client: Woking Football Club	Figure Title: Inbound Secondary Distribution	Figure No:			




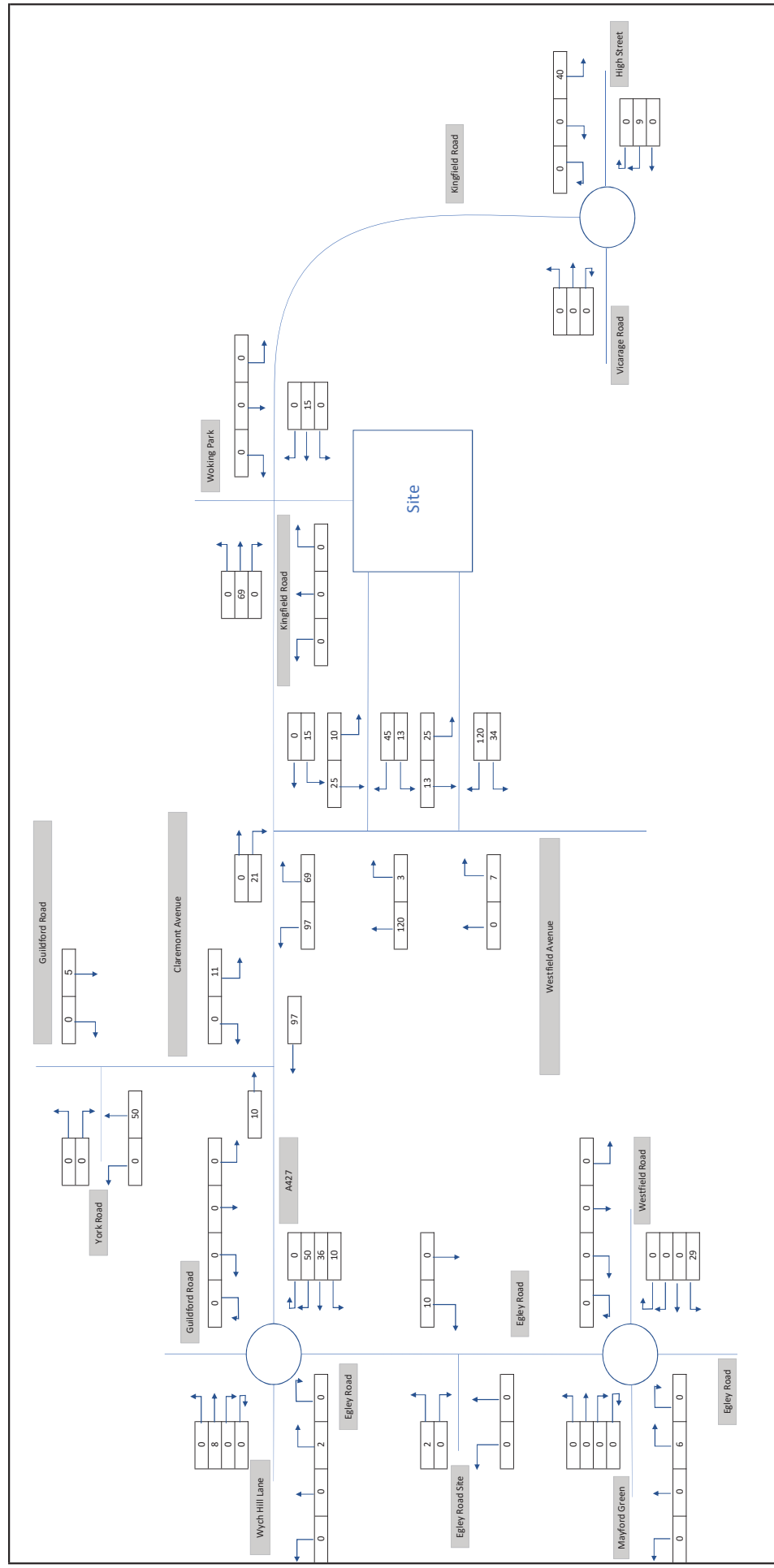
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	Client: Woking Football Club	Figure Title: Outbound Secondary Distribution				




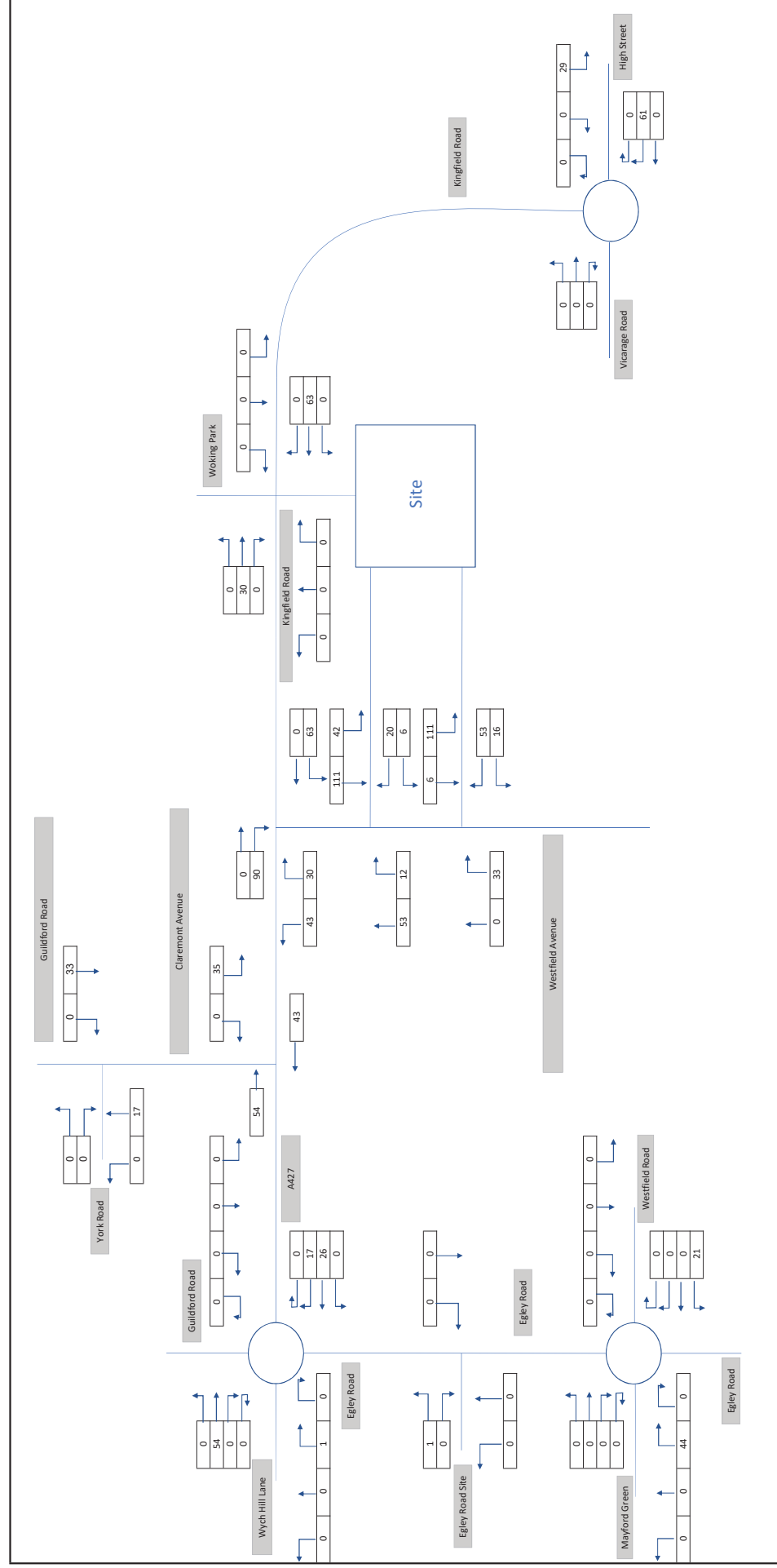
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	Client: Woking Football Club	Figure Title: Inbound Primary Distribution				




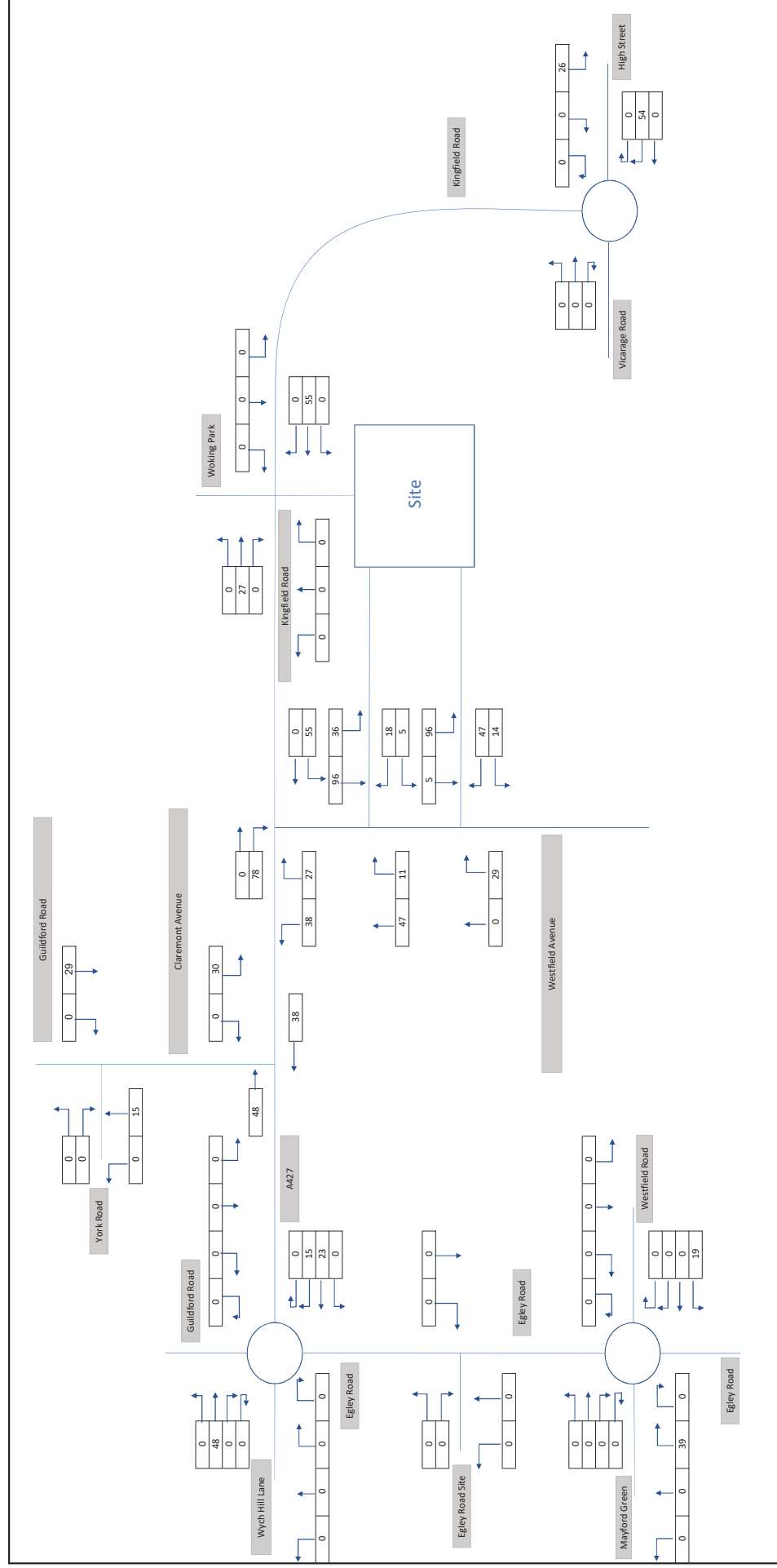
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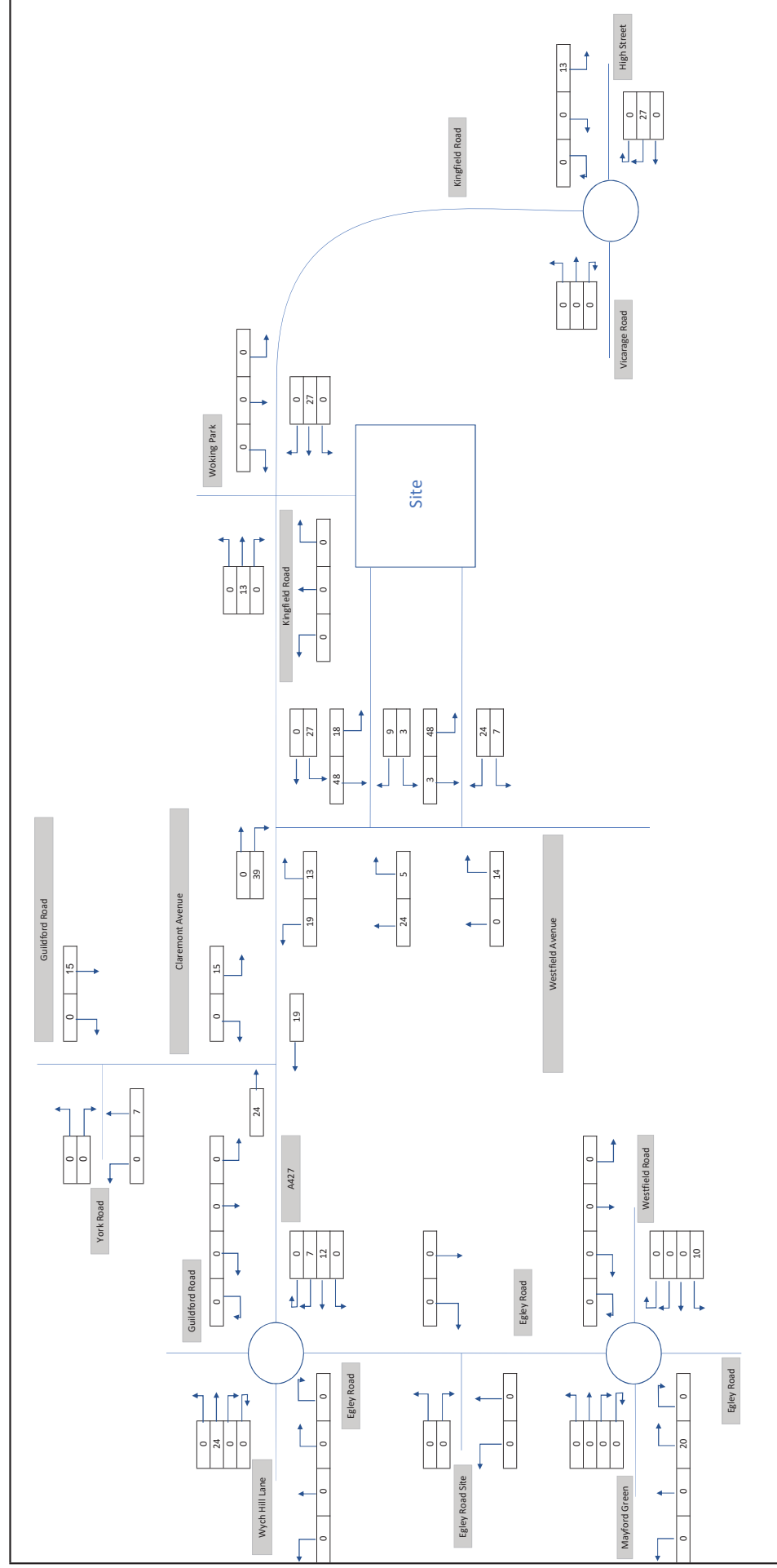
 Network Building, 97 Tottenham Court Road, London, W1P 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club	Figure Title: Residential Total Vehicles 0800-0900	Figure No:			




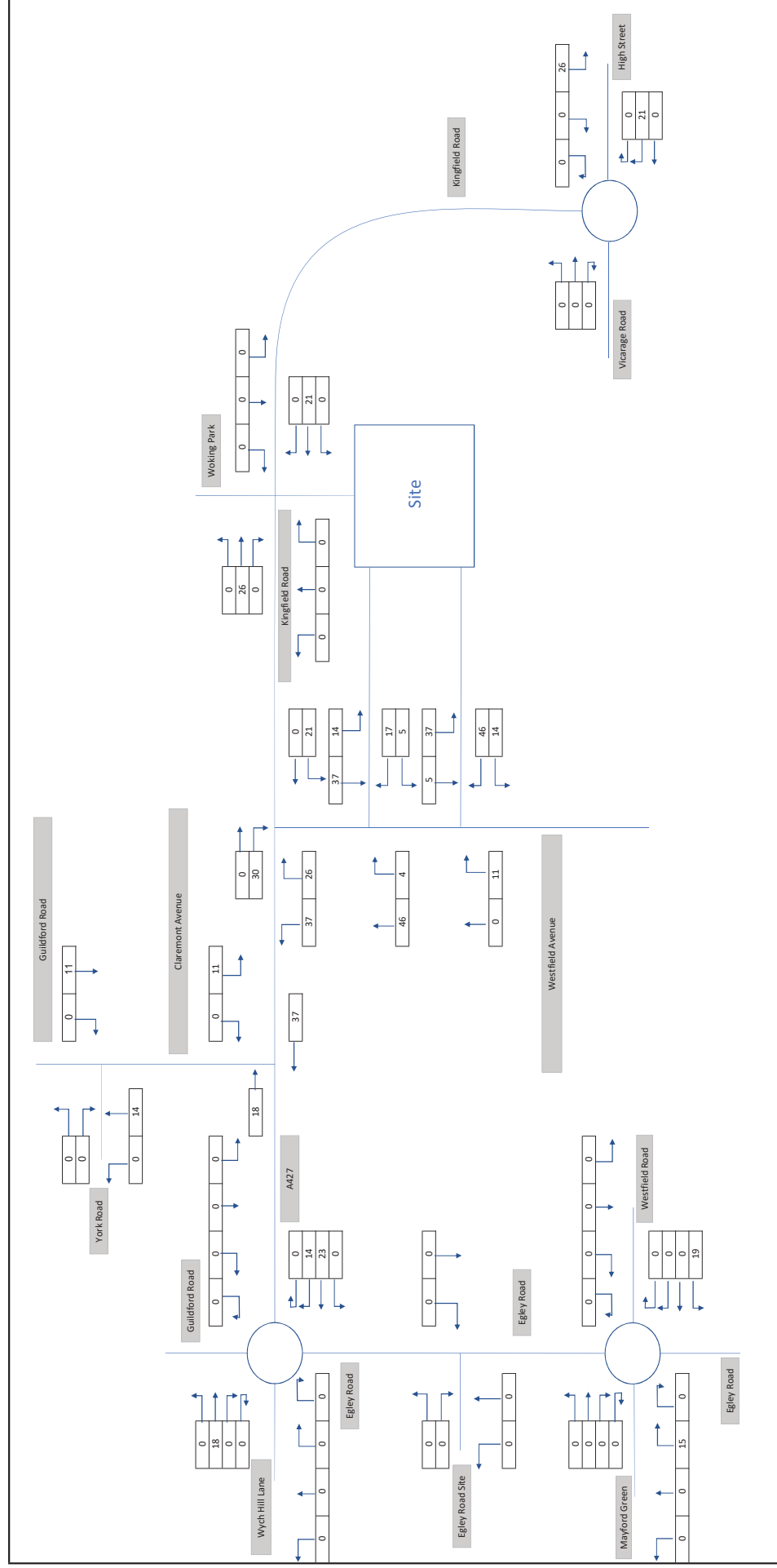
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club	Figure Title: Residential Total Vehicles 1700-1800	Figure No:			




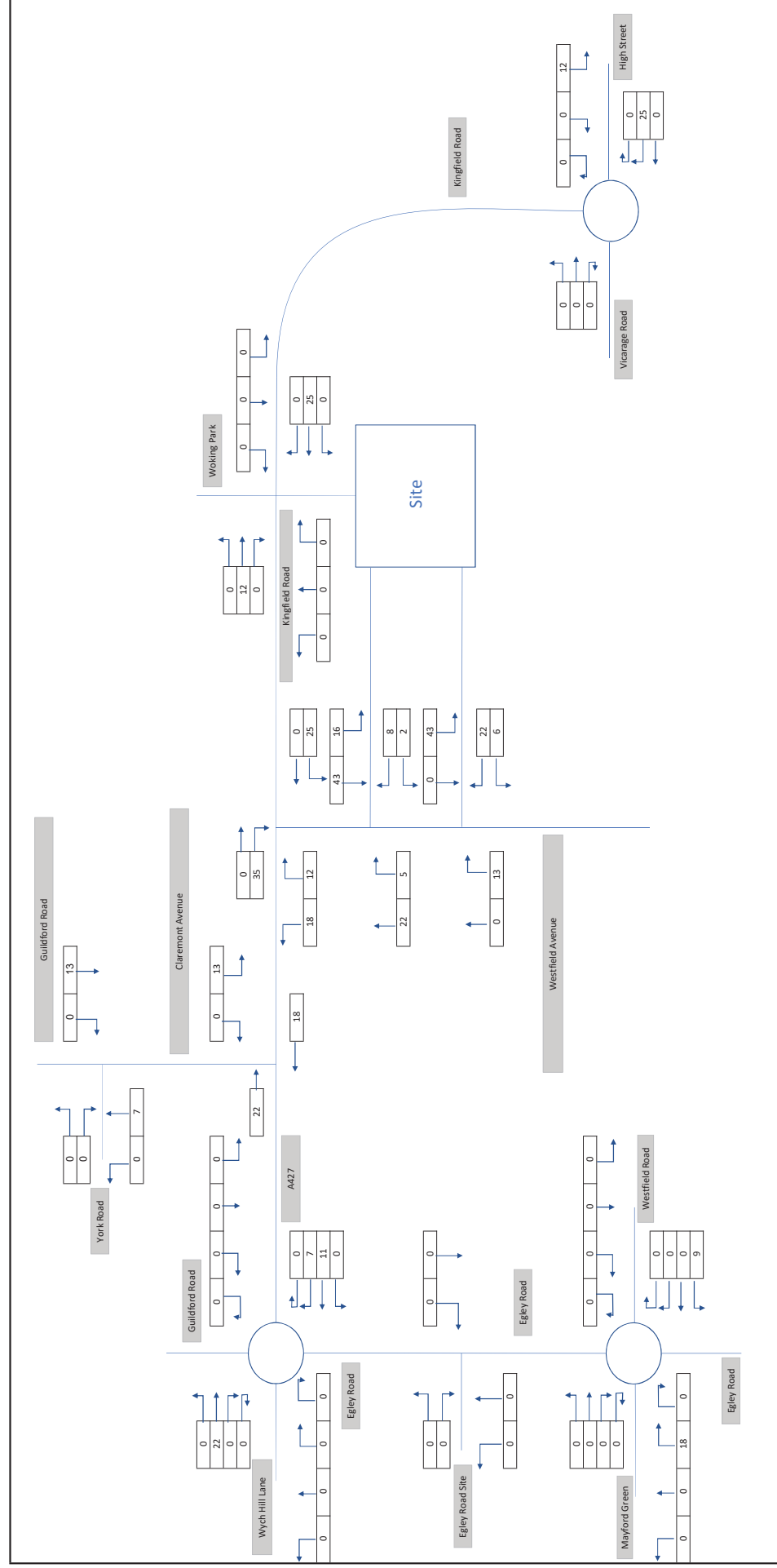
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	Client: Woking Football Club	Figure Title: Residential Total Vehicles 1800-1900	Figure No:			




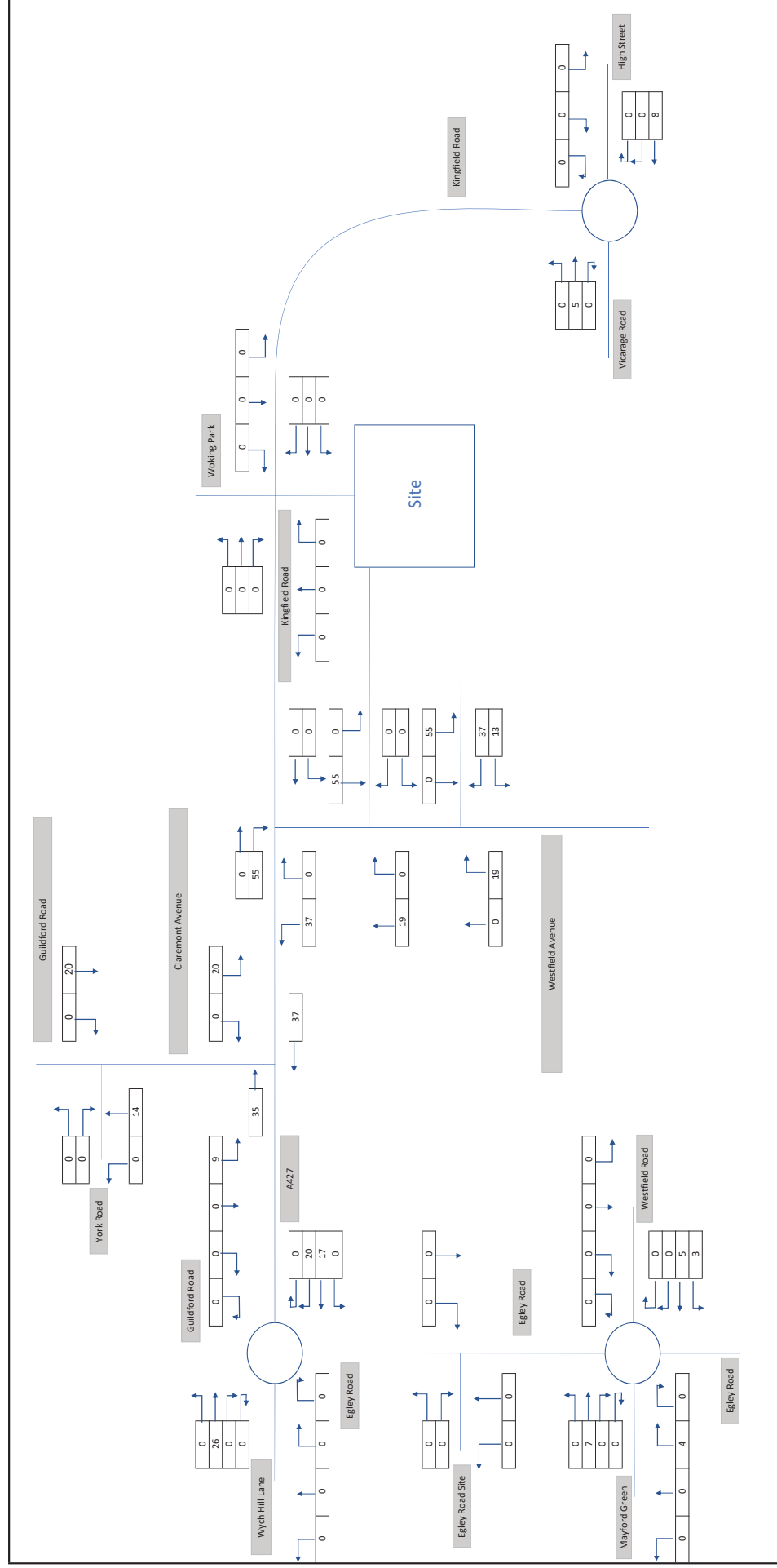
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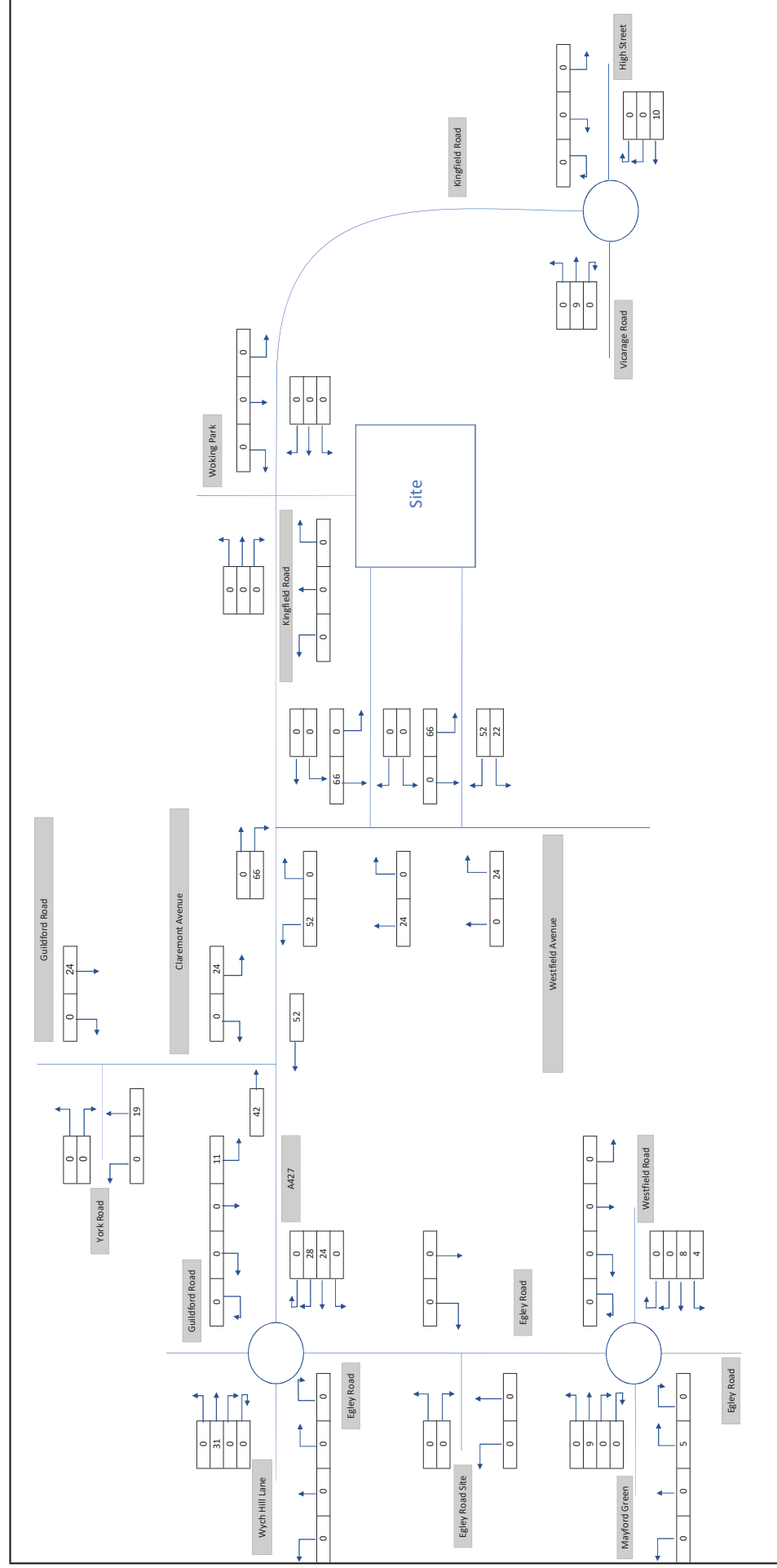
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club	Figure Title: Residential Total Vehicles Saturday Peak Pre Game 1400-1500	Figure No:			




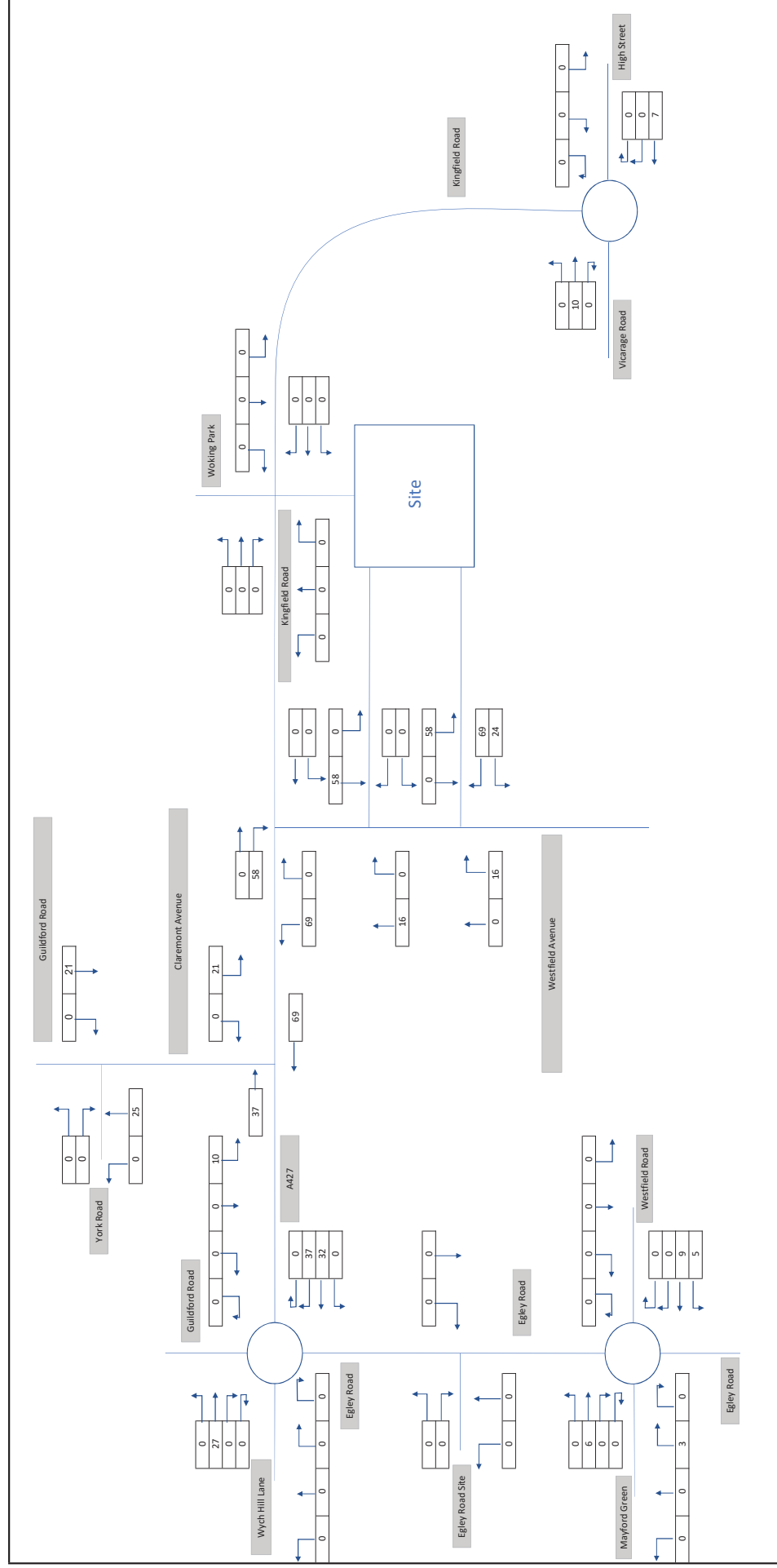
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
	Client: Woking Football Club	Figure Title: Residential Total Vehicles Saturday Peak Post Game 1700-1800				




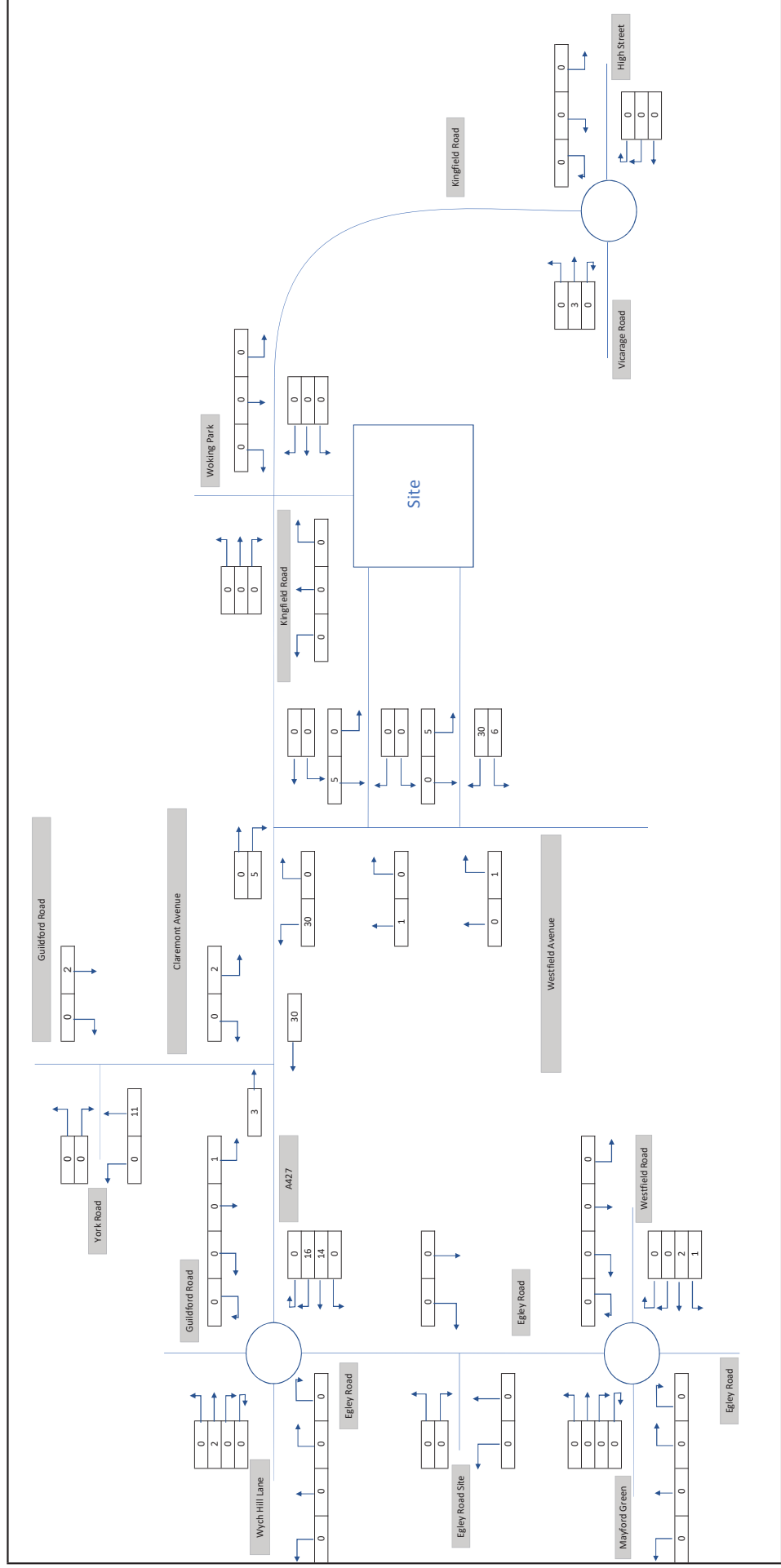
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	Client: Woking Football Club	Figure Title: Existing David Lloyd Vehicle Trips AM (08:00-09:00)				



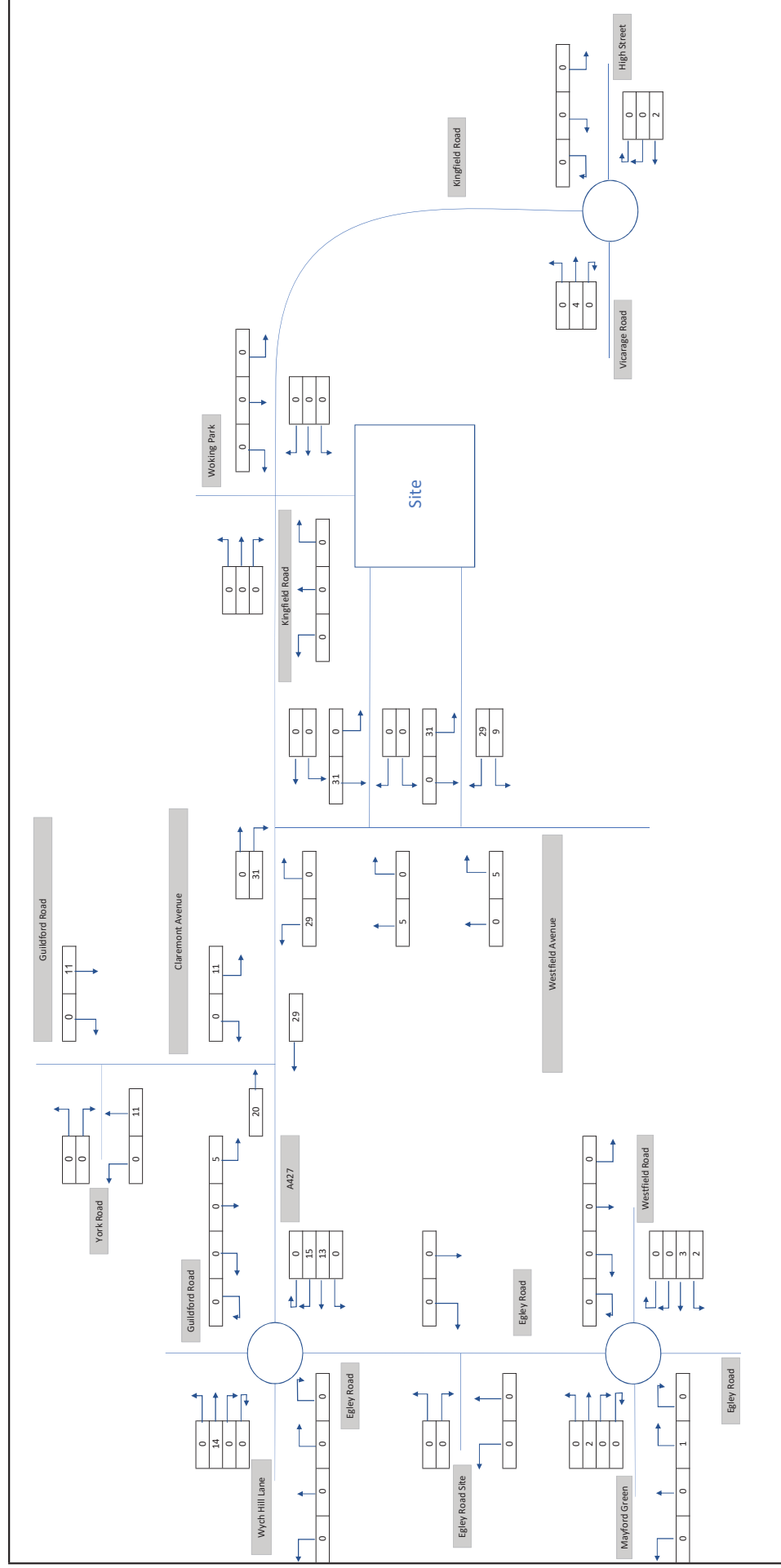
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	Client: Woking Football Club	Figure Title: Existing David Lloyd Vehicle Trips PM (17:00-1800)		Figure No: 		



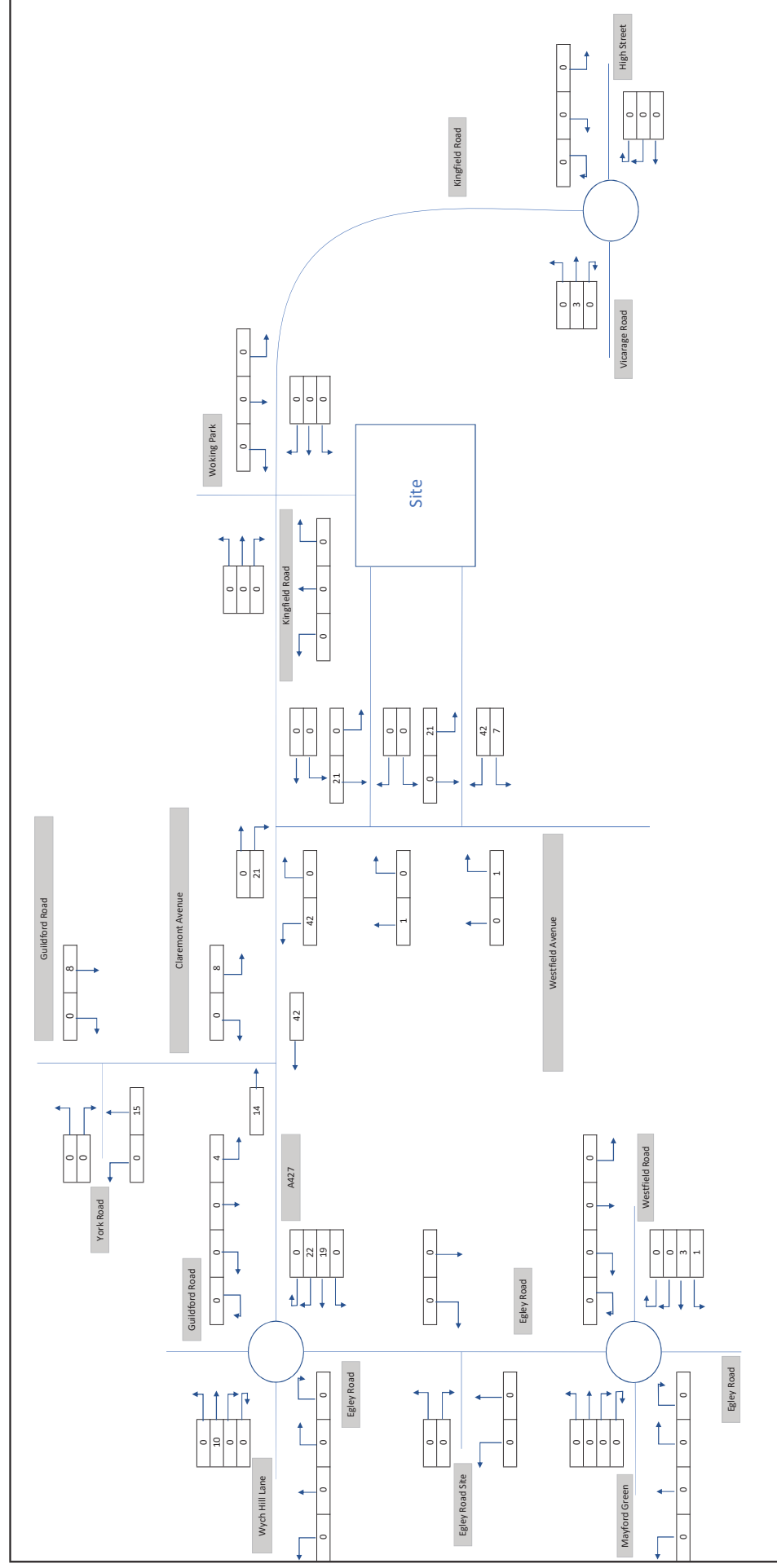
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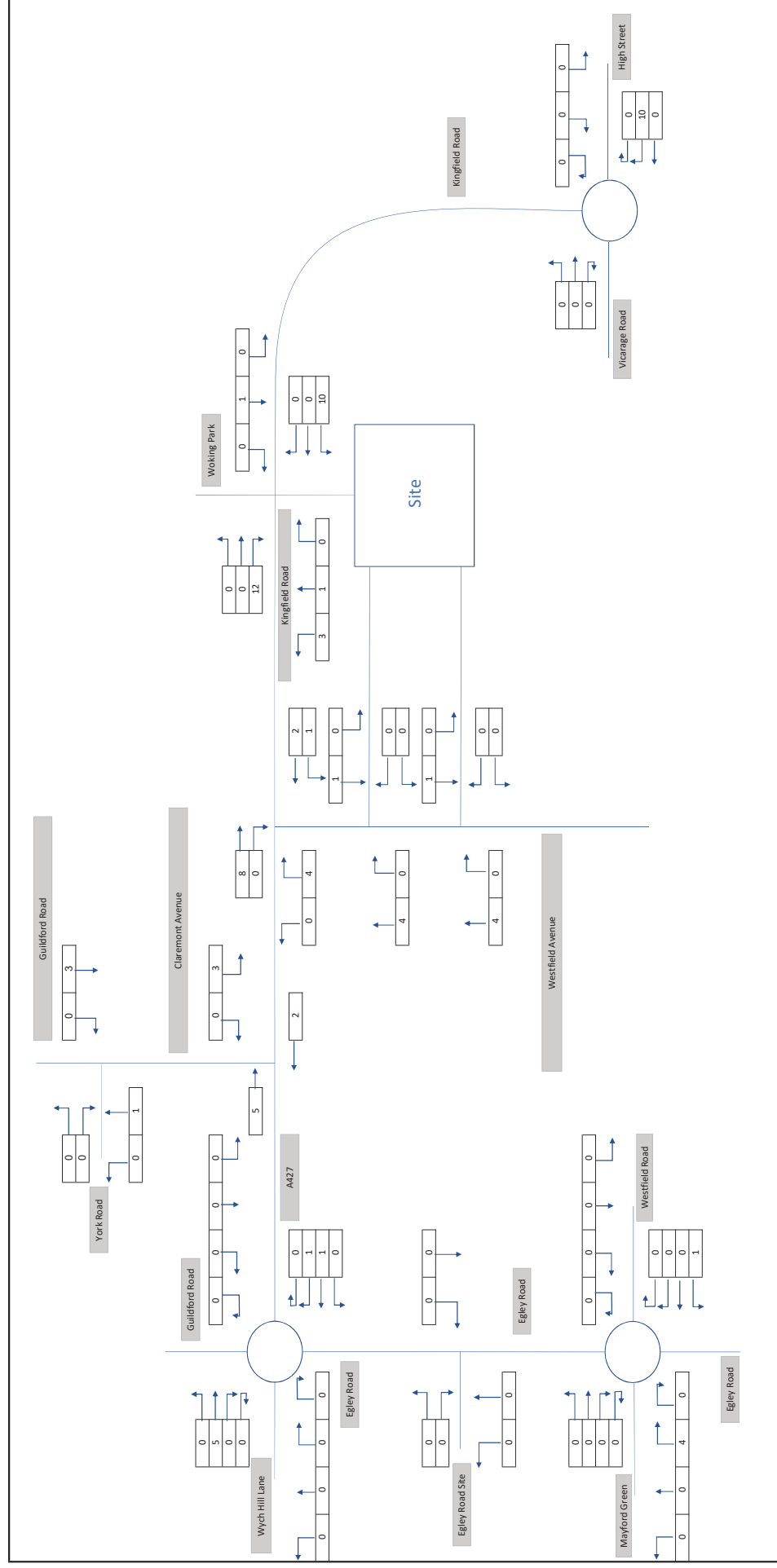
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	Client: Woking Football Club			Figure Title: Existing David Lloyd Vehicle Trips Weekday Post-Game (21:00-22:00)				




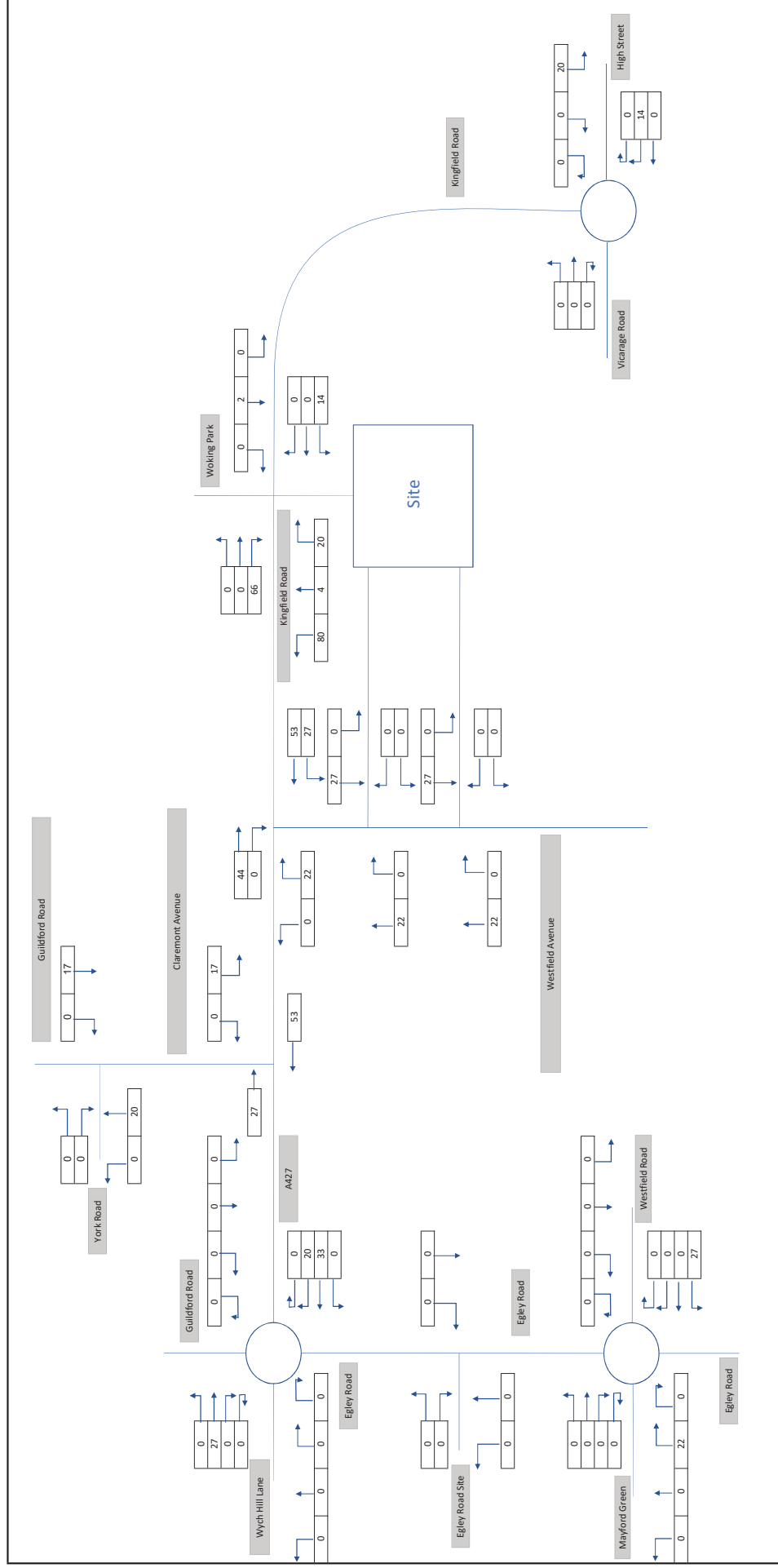
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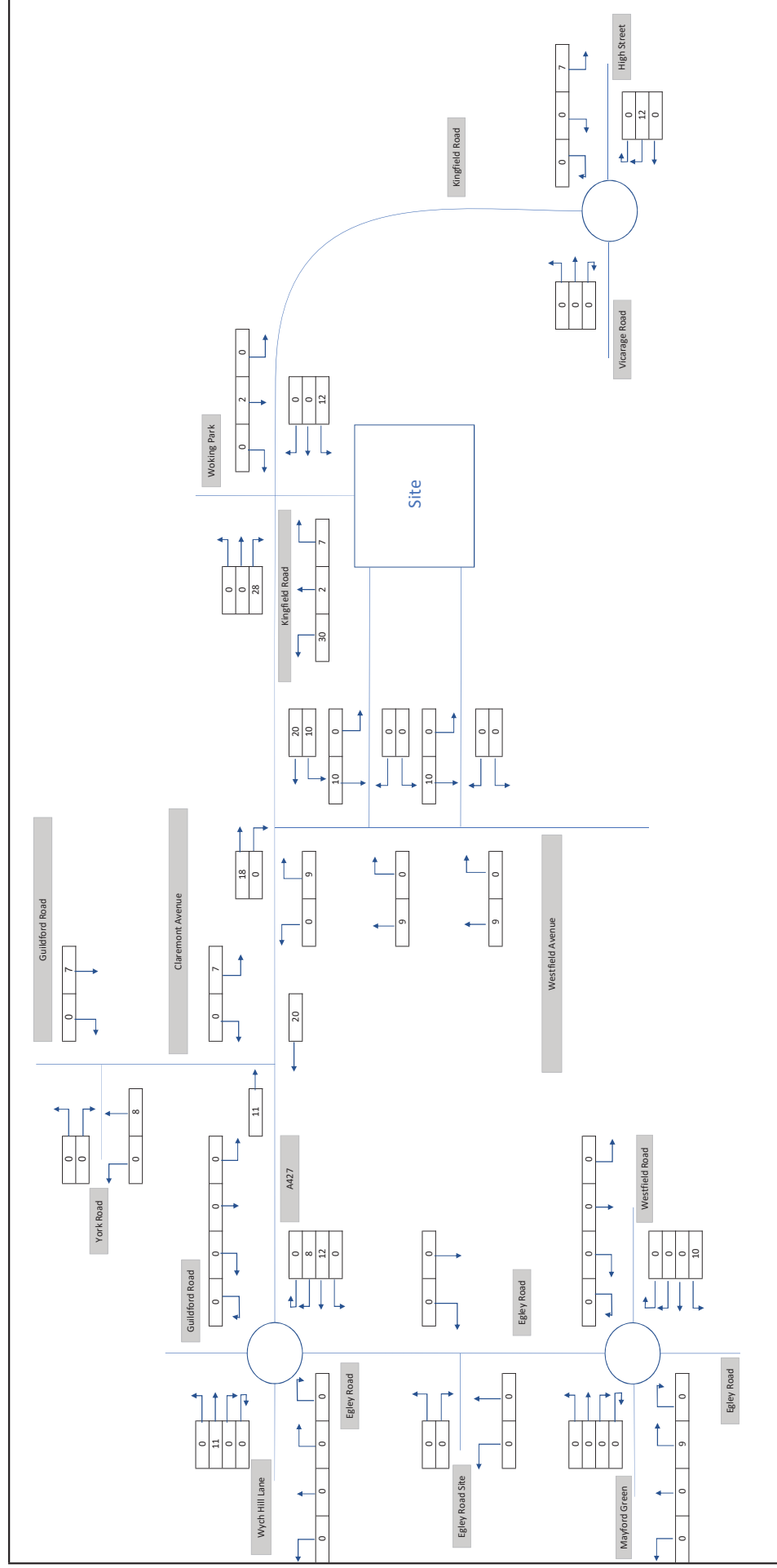
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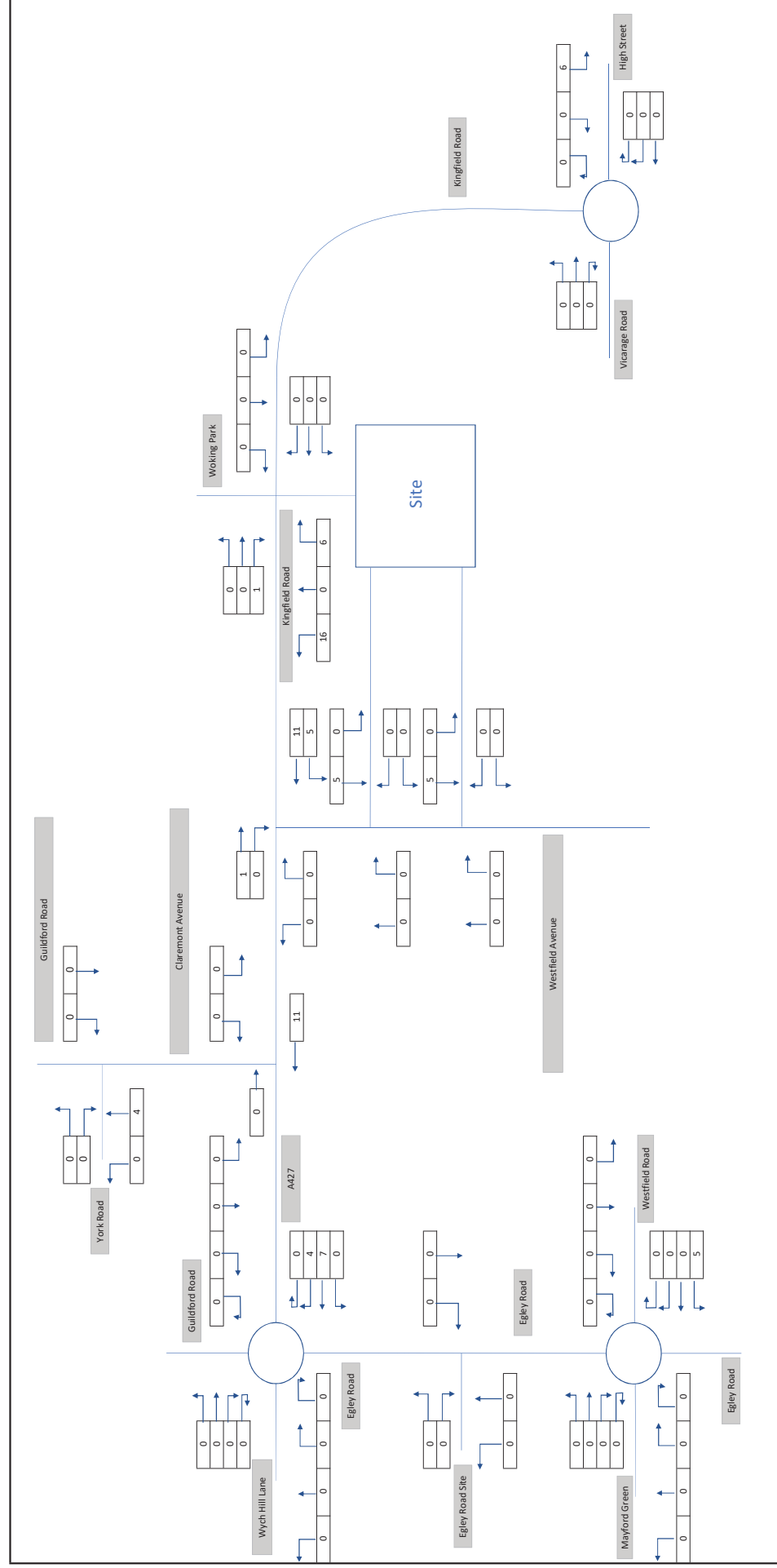
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club		Figure Title: Existing Gymnastics & Snooker Vehicle Trips AM (08:00-09:00)				



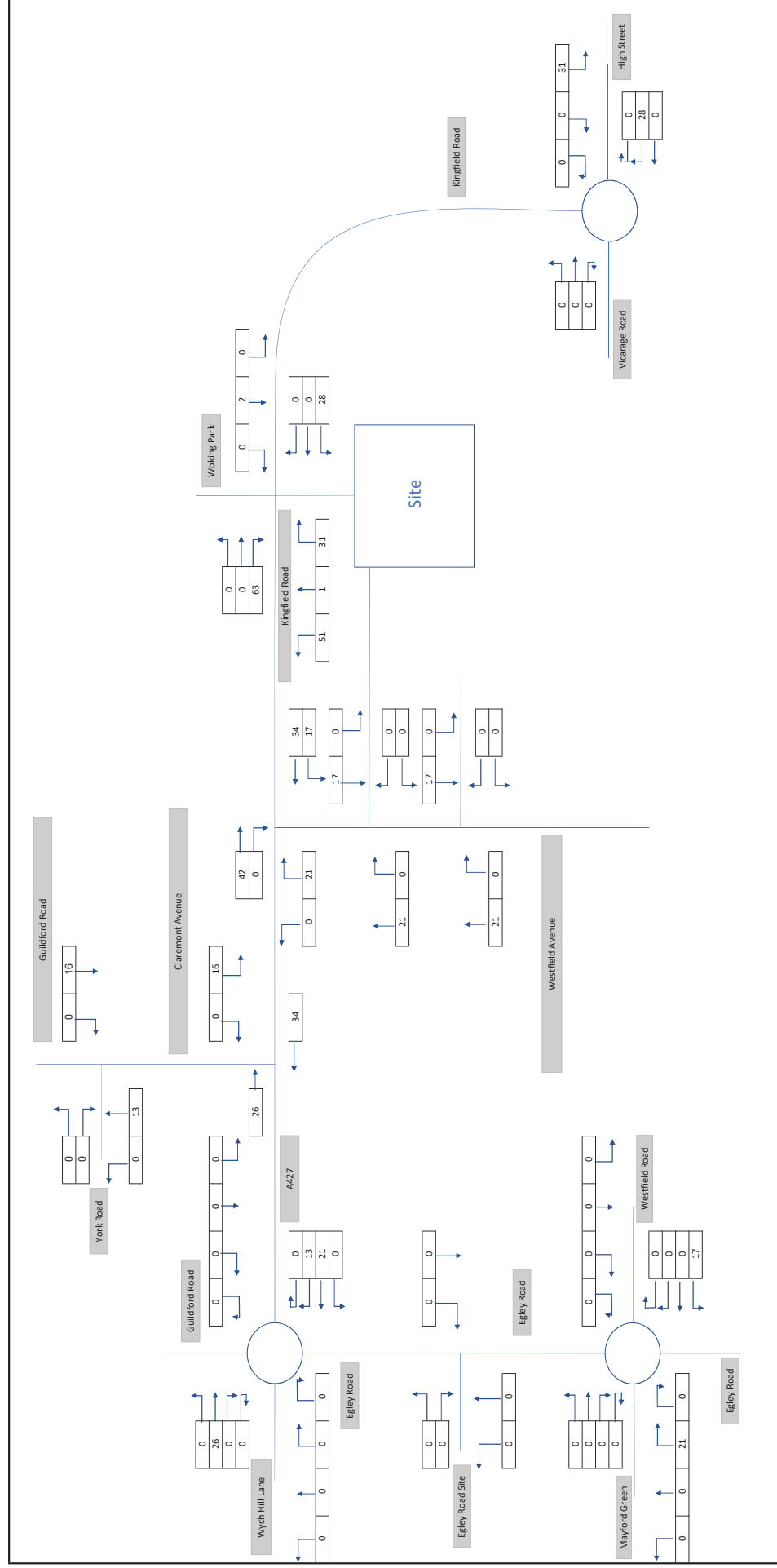
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Project Title: Woking Football Club		Figure Title: Existing Gymnastics & Snooker Vehicle Trips PM (17:00-1800)		Scale: NTS		Date: 14/11/2019		Figure No:
Client:		Woking Football Club		Scale: NTS		Date: 14/11/2019		Figure No:



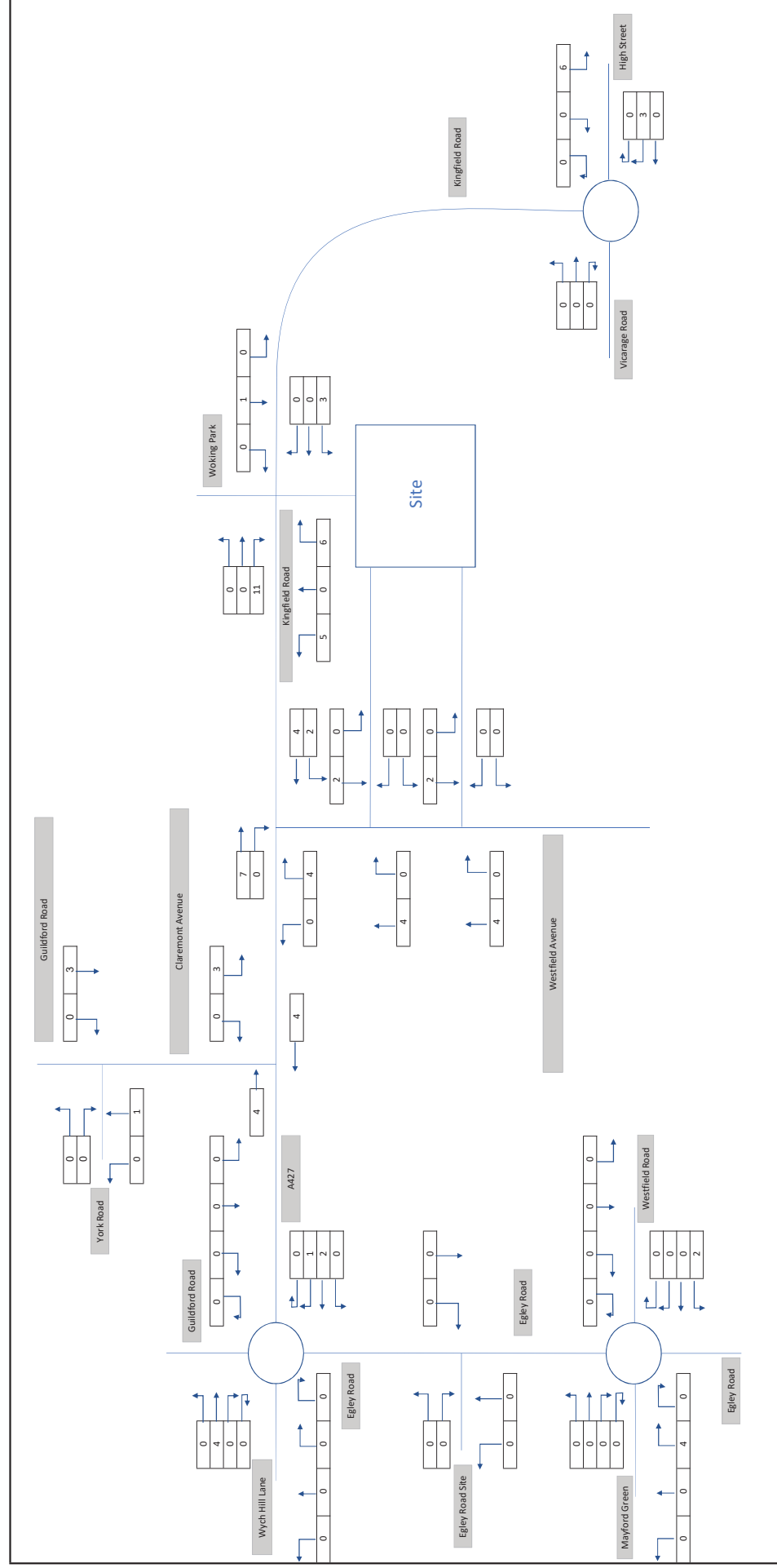
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Project Title: Woking Football Club		Figure Title: Existing Gymnastics & Snooker Vehicle Trips Weekday Pre-Game 19:00-20:00		Scale: NTS		Date: 14/11/2019		Figure No:
Client:		Woking Football Club		Scale: NTS		Date: 14/11/2019		Figure No:



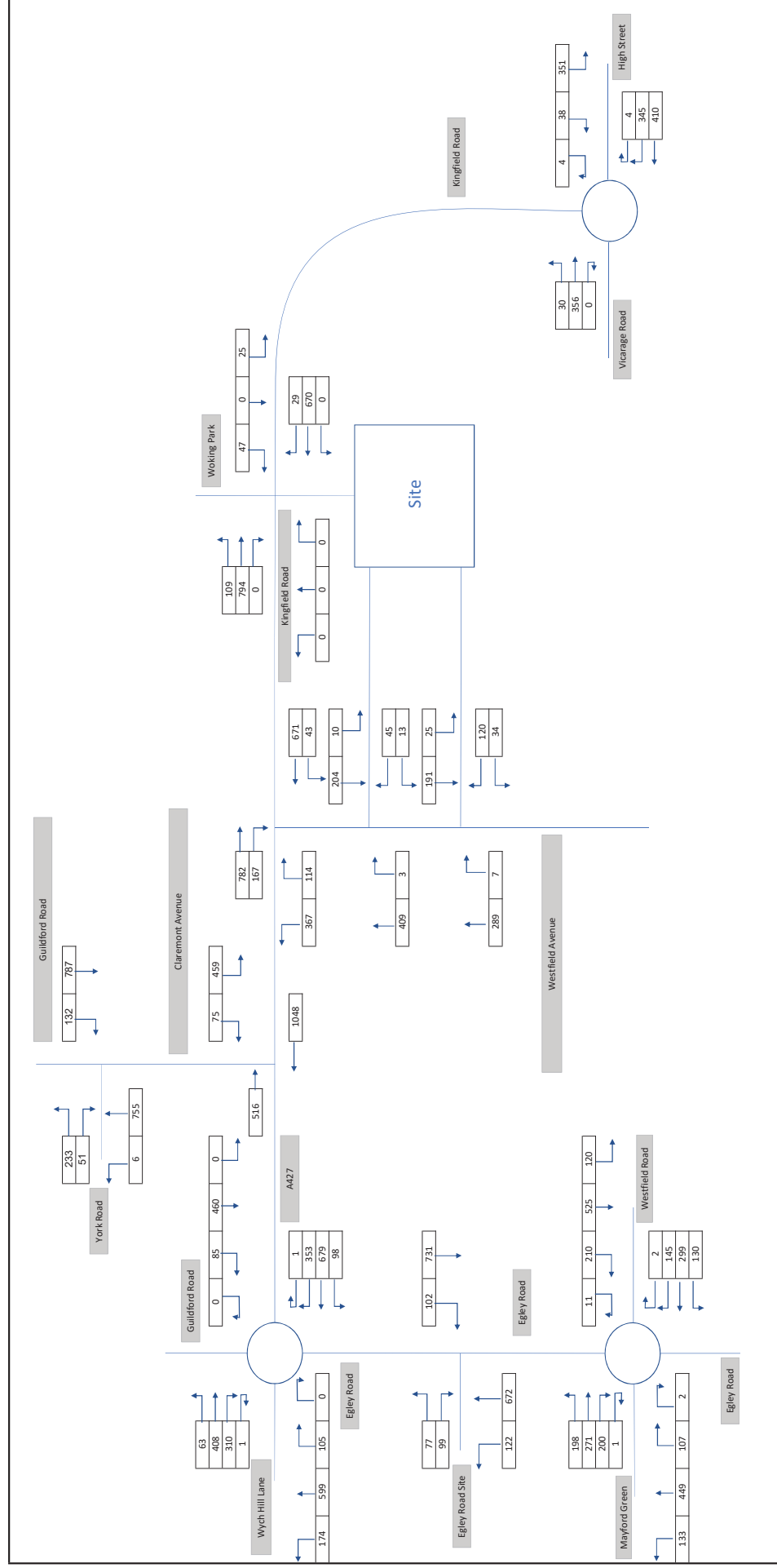
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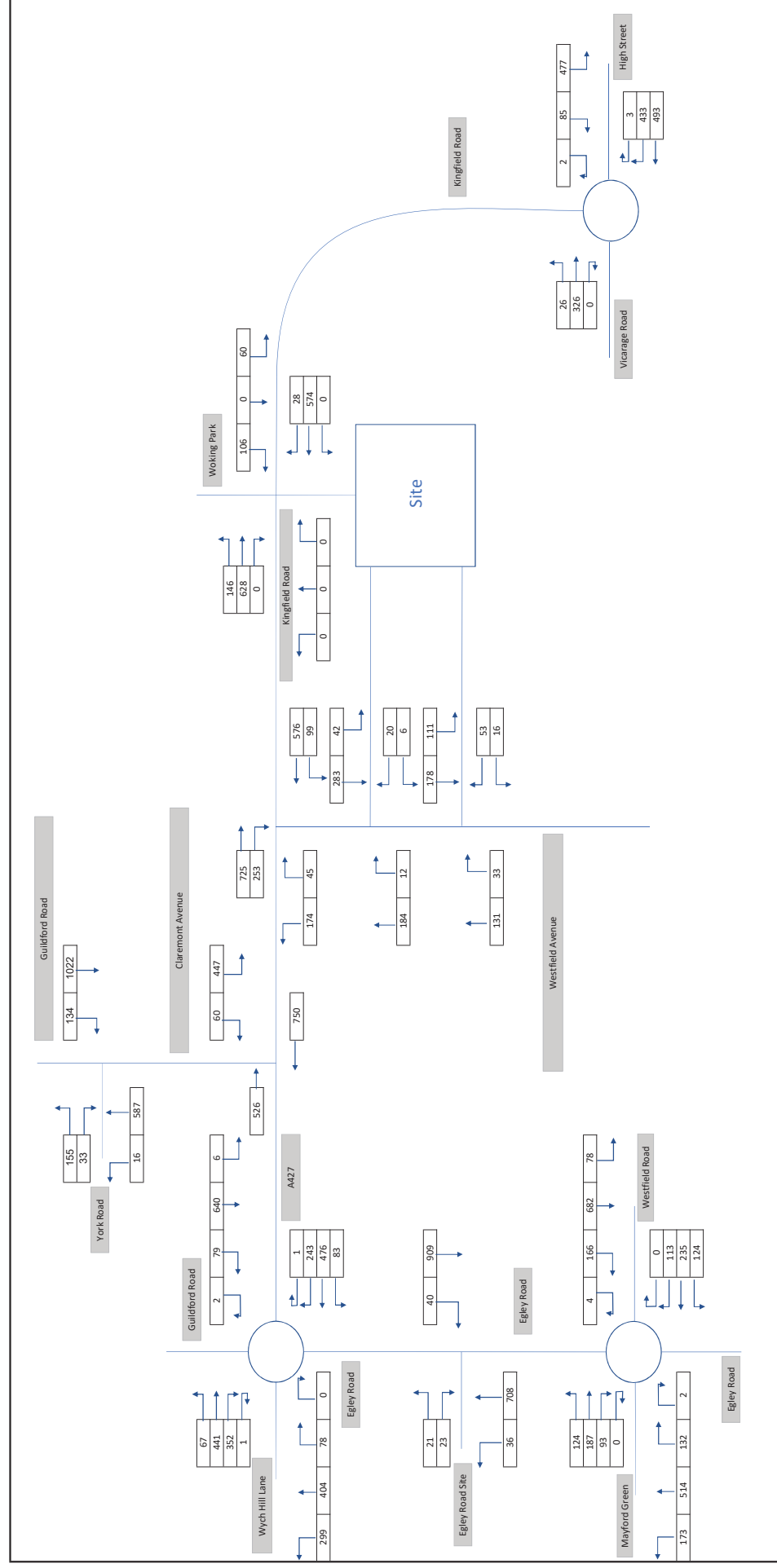
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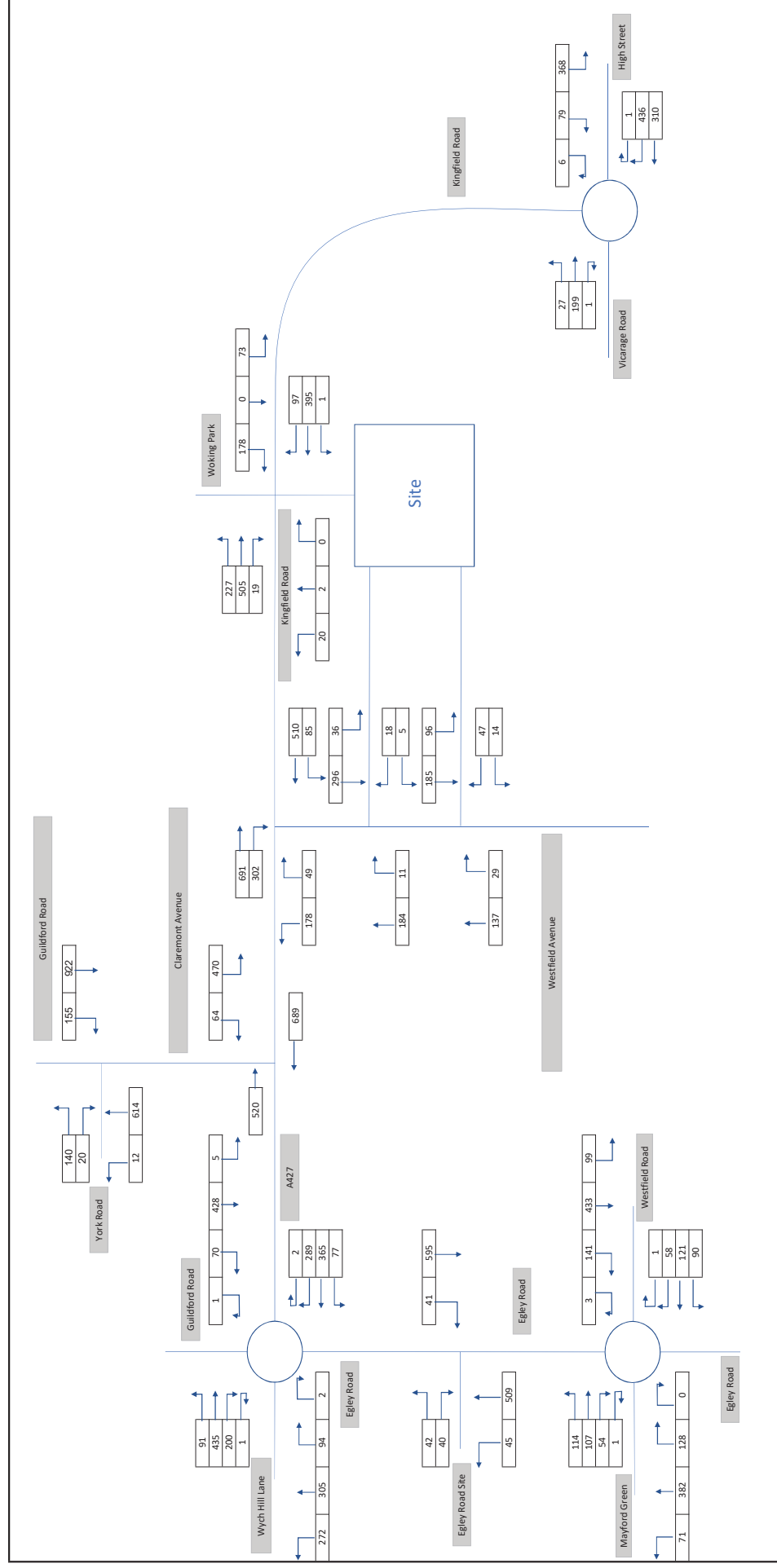
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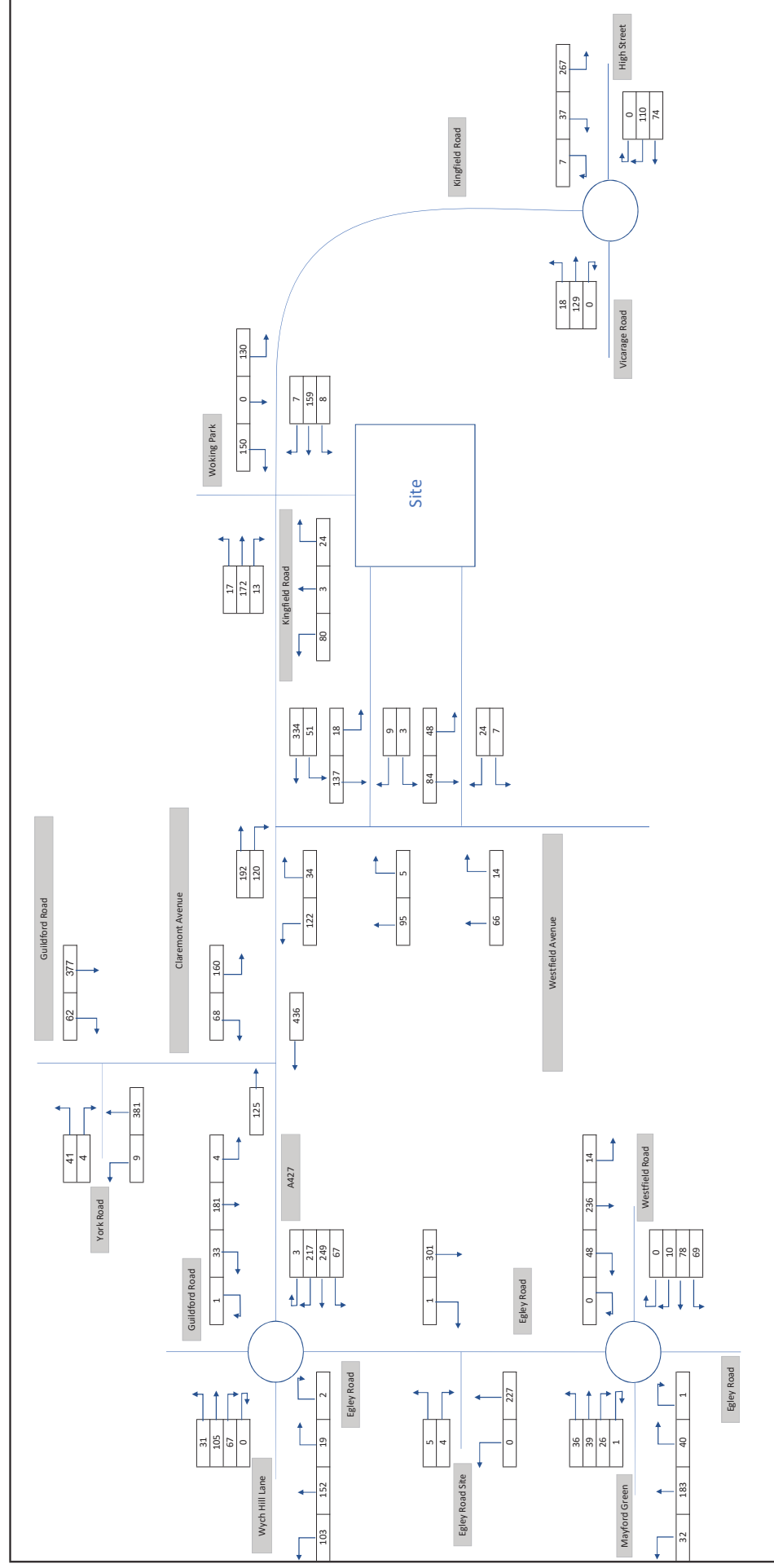
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	Client: Woking Football Club			Figure Title: 2024+ Development (Res) AM (07:45-08:45) - All Vehicles				




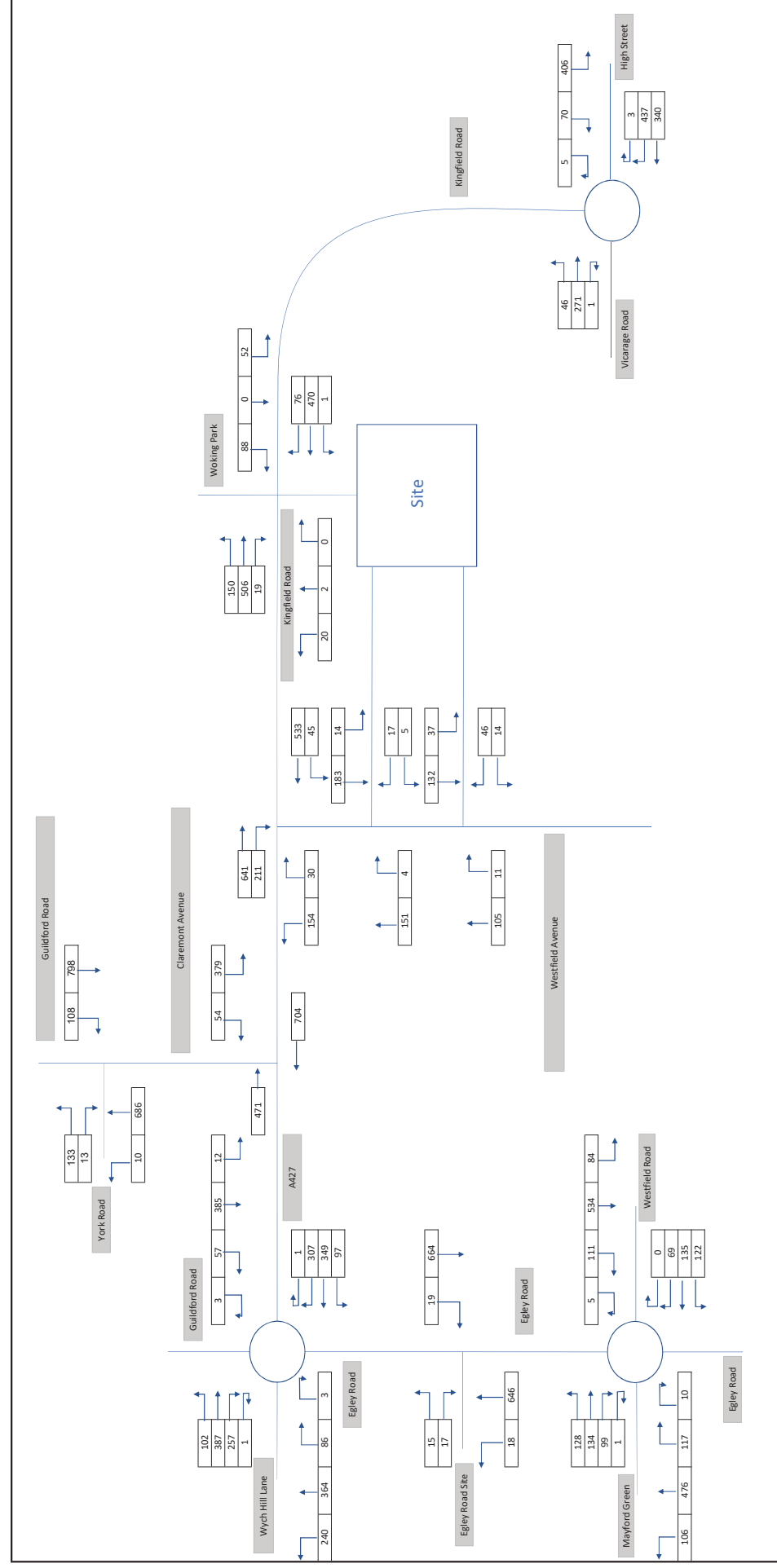
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: 2024+ Development (Res) PM (17:45-18:45) - All Vehicles					




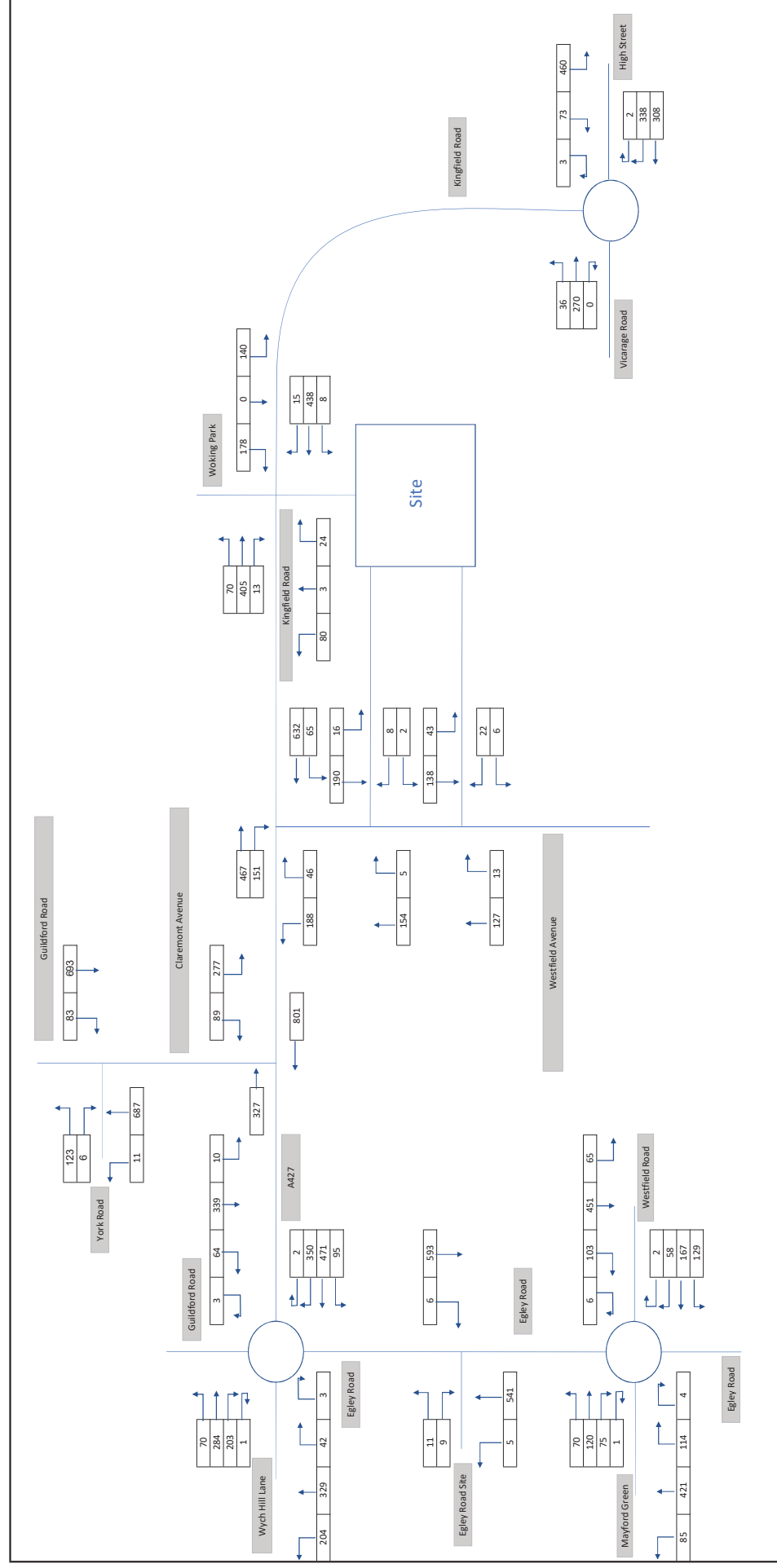
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: 2024+ Development (Matchday 4,000 Capacity) Weekday Pre-Game (18:45-19:45)					



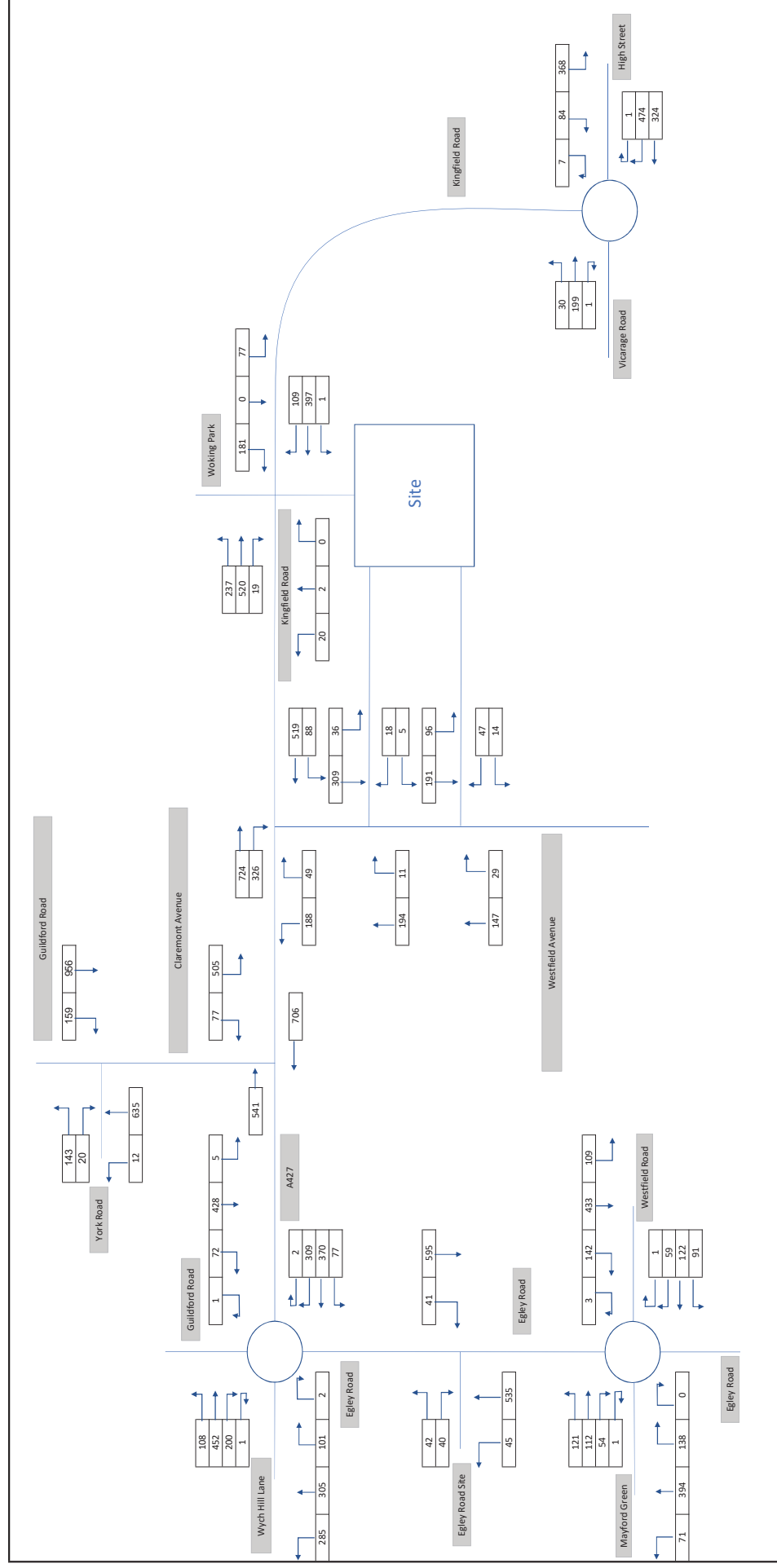
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: 2024 + Development (Matchday 4,000 Capacity) Weekday Post-game (21:30-22:30)					
		Figure No: 					



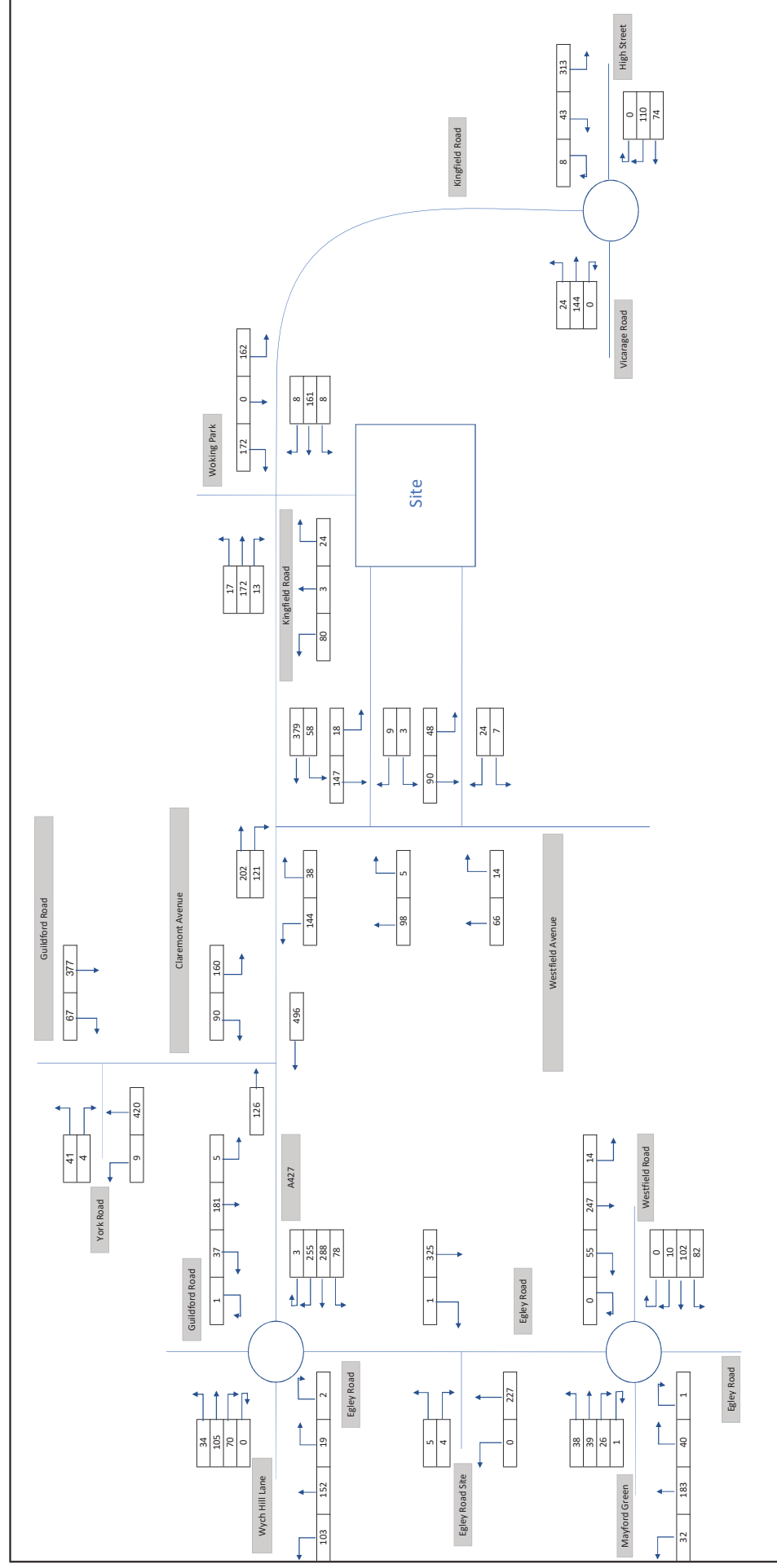
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk		Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
Client: Woking Football Club		Figure Title: 2024 + Development (Match Day 4,000 Capacity) Weekend Pre-Game (13:45-14:45)					
		Figure No: 					



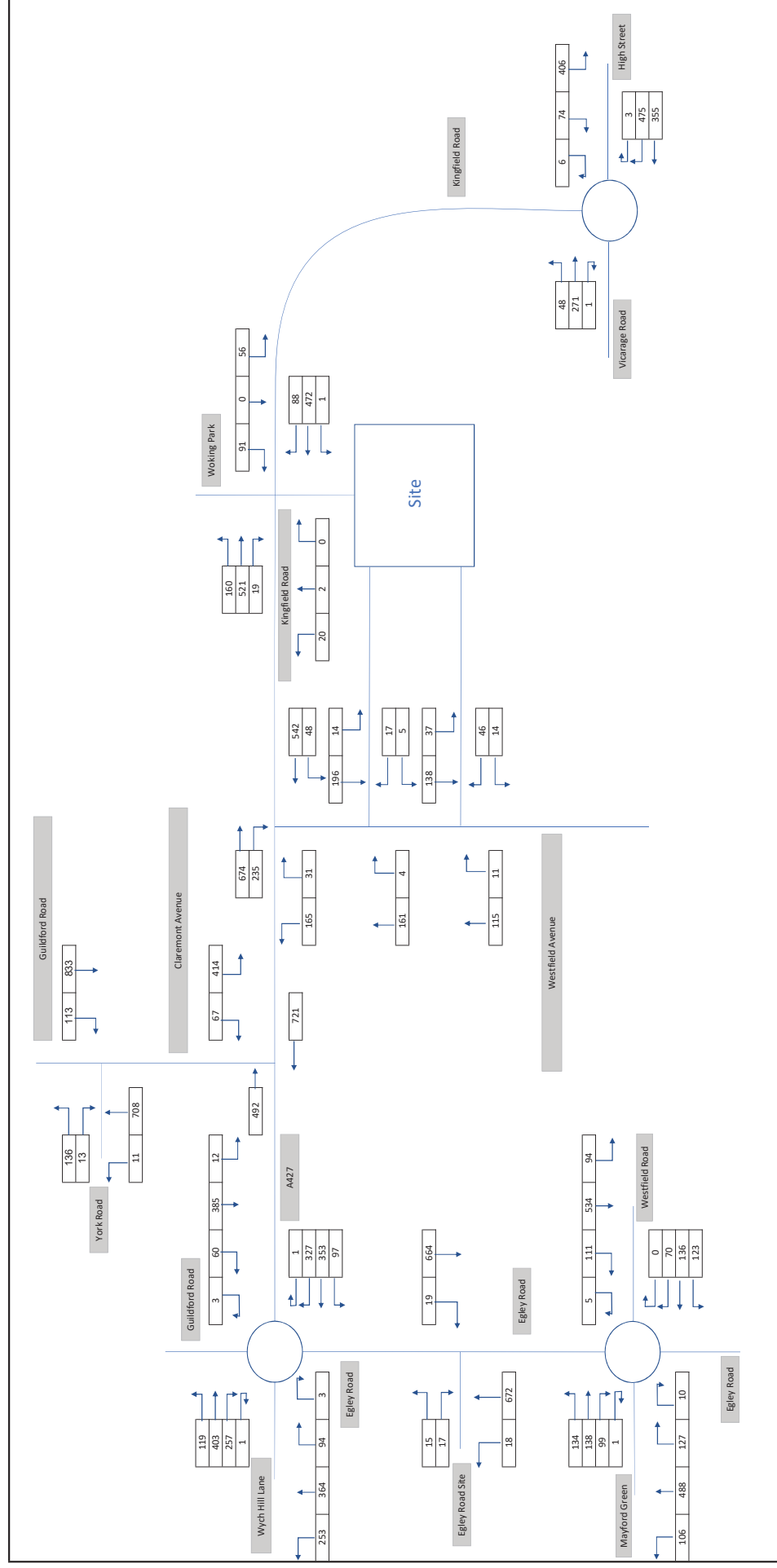
	Project Title: Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club		Figure Title: 2024 + Development (Match Day 4,000 Capacity) Weekend Post-game (16:45-17:45)		Figure No:		



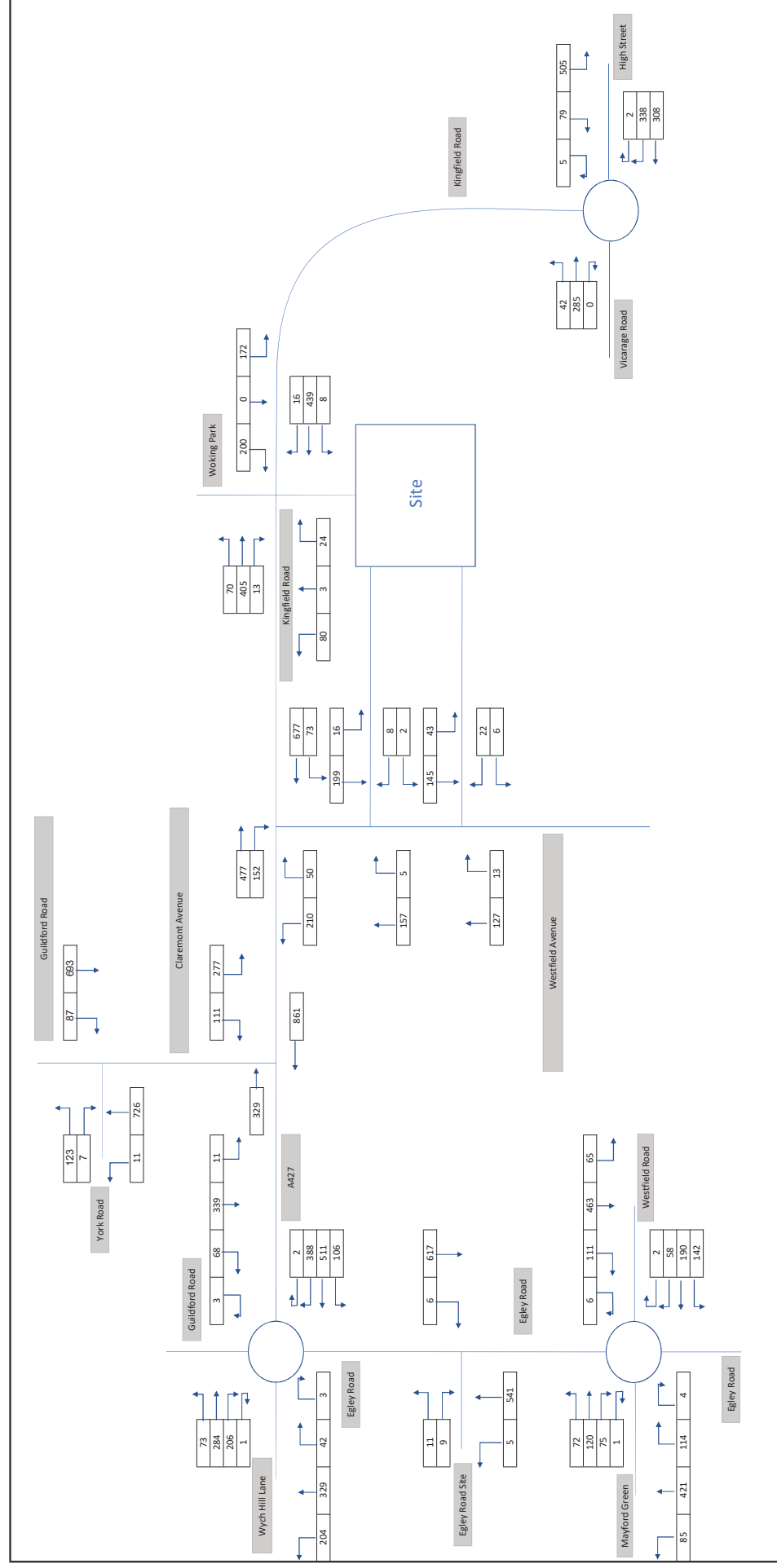
	Project Title: Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club		Figure Title: 2024 + Development (Matchday 5,500 Capacity) Weekday Pre-Game (18:45-19:45)		Figure No:		




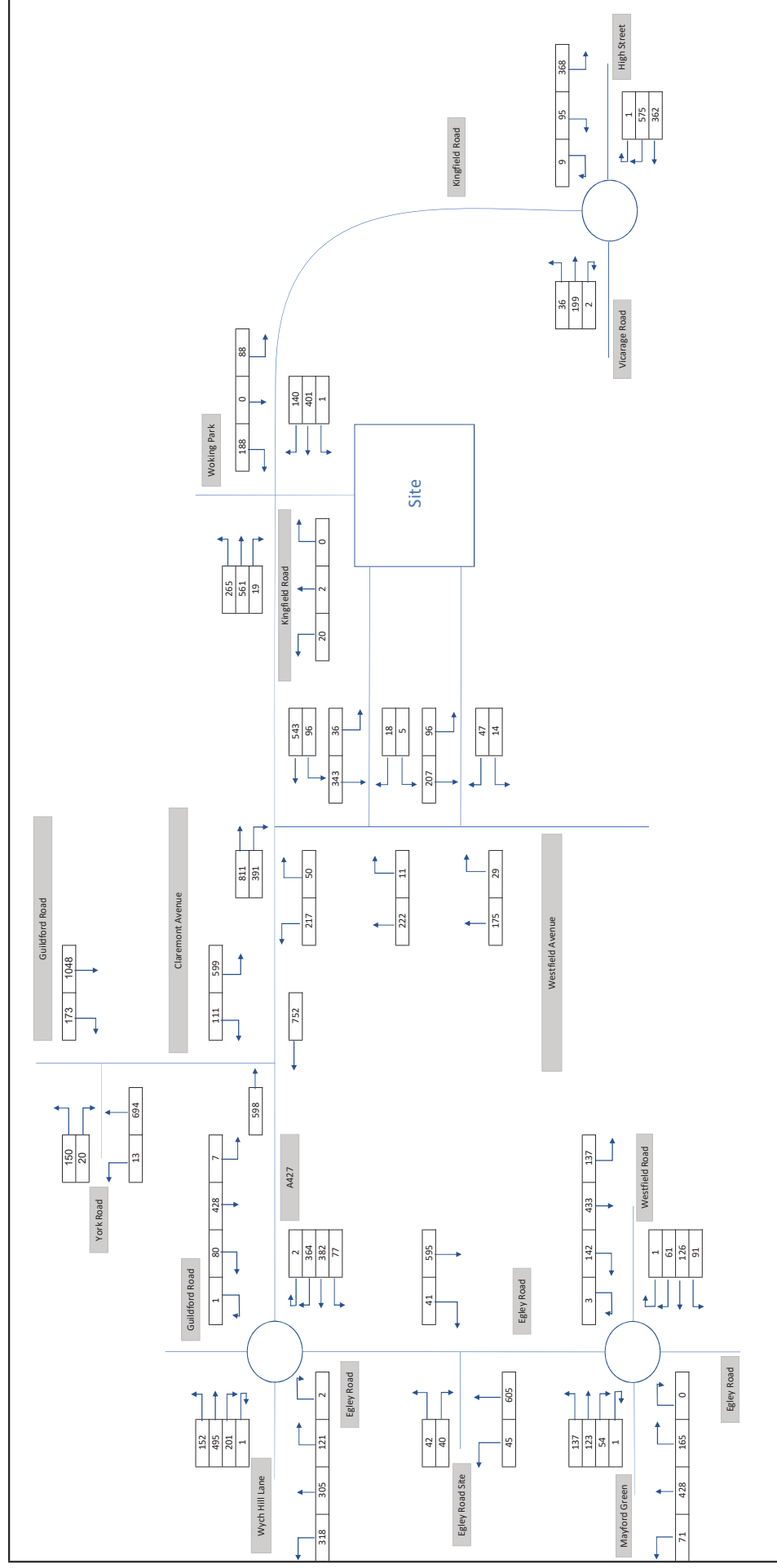
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>	Project Title: Woking Football Club			Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club			Project Title: 2024 + Development (Matchday 5,500 Capacity) Weekday Post-game (21:30-22:30)				




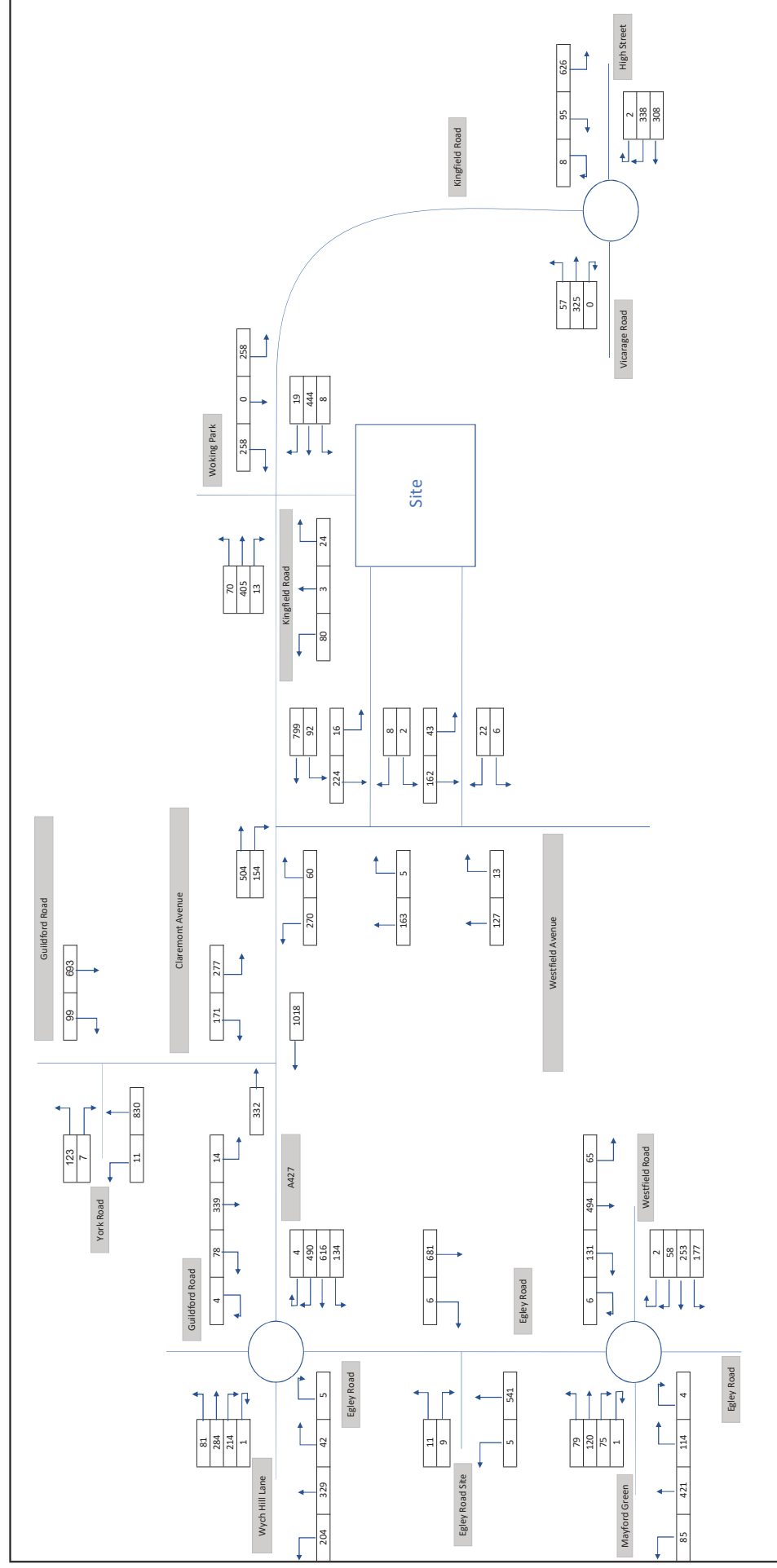
<p>Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>	Project Title: Woking Football Club			Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club			Project Title: 2024 + Development (Match Day 5,500 Capacity) Weekend Pre-Game (13:45-14:45)				




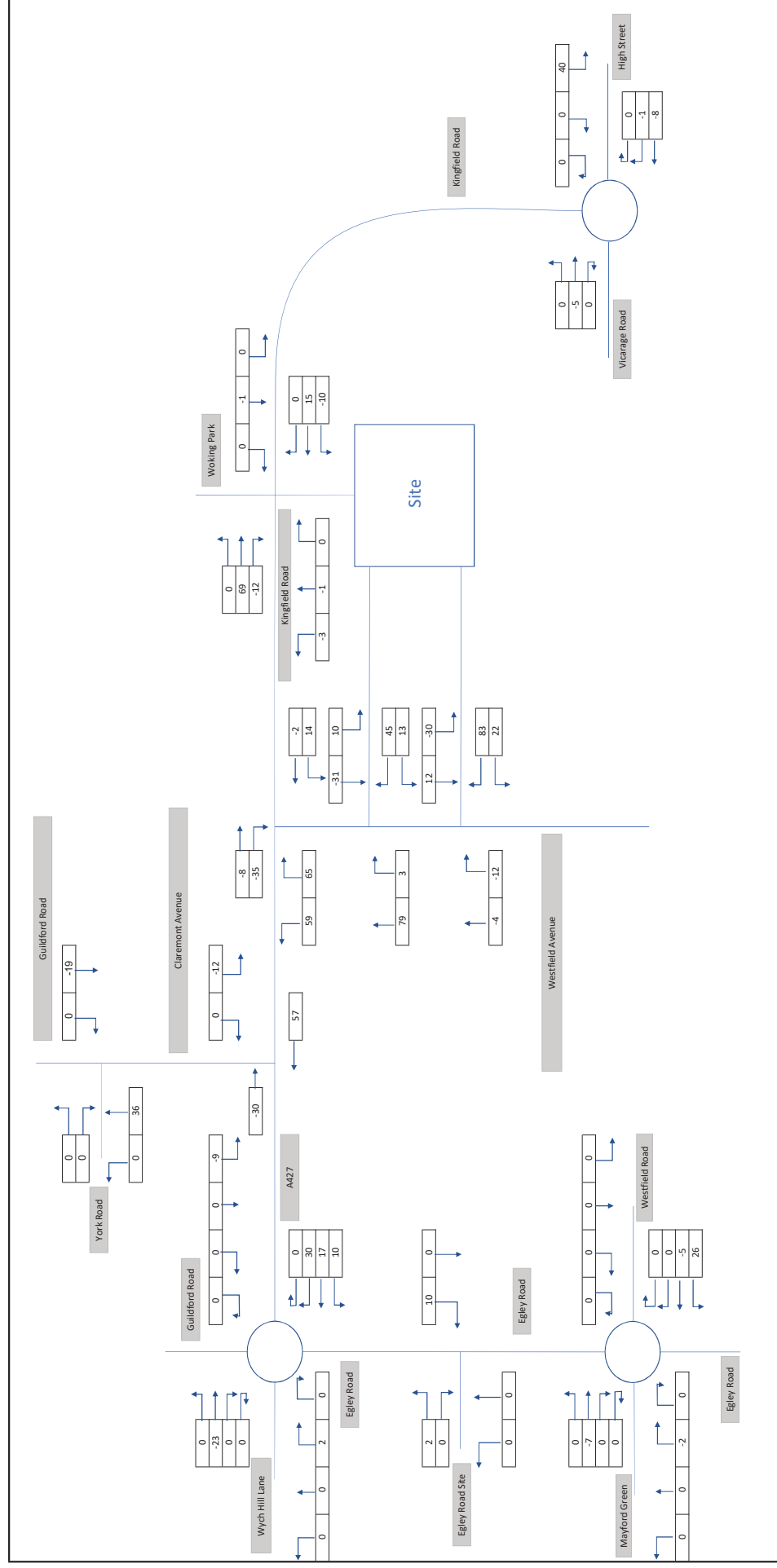
 Network Building, 97 Tattenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club		Figure Title: 2024 + Development (Match Day 5,500 Capacity) Weekend Post-game (16:45-17:45)				




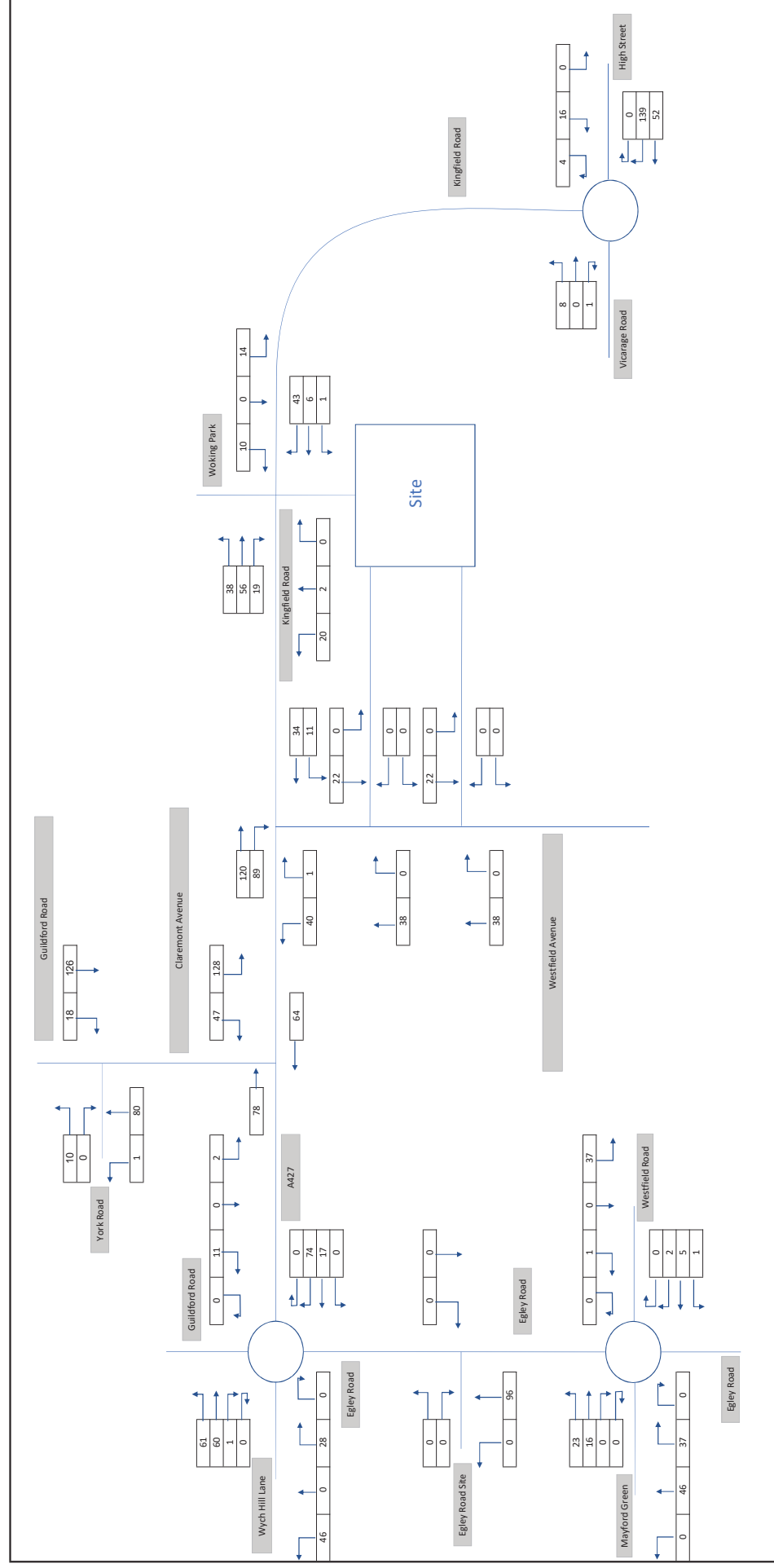
 Network Building, 97 Tattenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club		Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked:	Rev:
	Client: Woking Football Club		Figure Title: 2024 + Development (Matchday 9,500 Capacity) Weekday Pre-Game (18:45-19:45)				




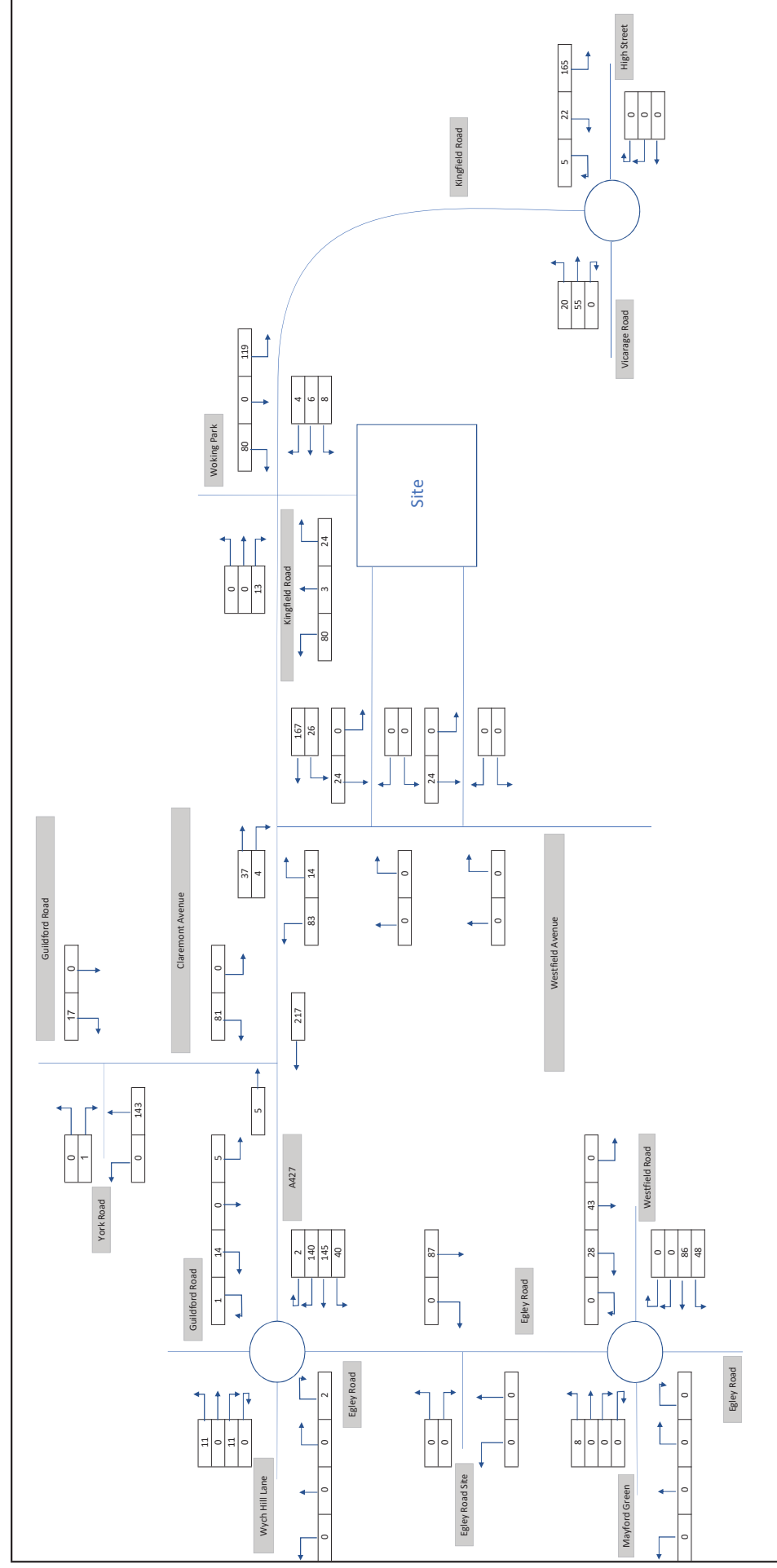
 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
	Client: Woking Football Club	Figure Title: 2024 + Development (Match Day 9,500 Capacity) Weekend Post-game (16:45-17:45)	Figure No: 			




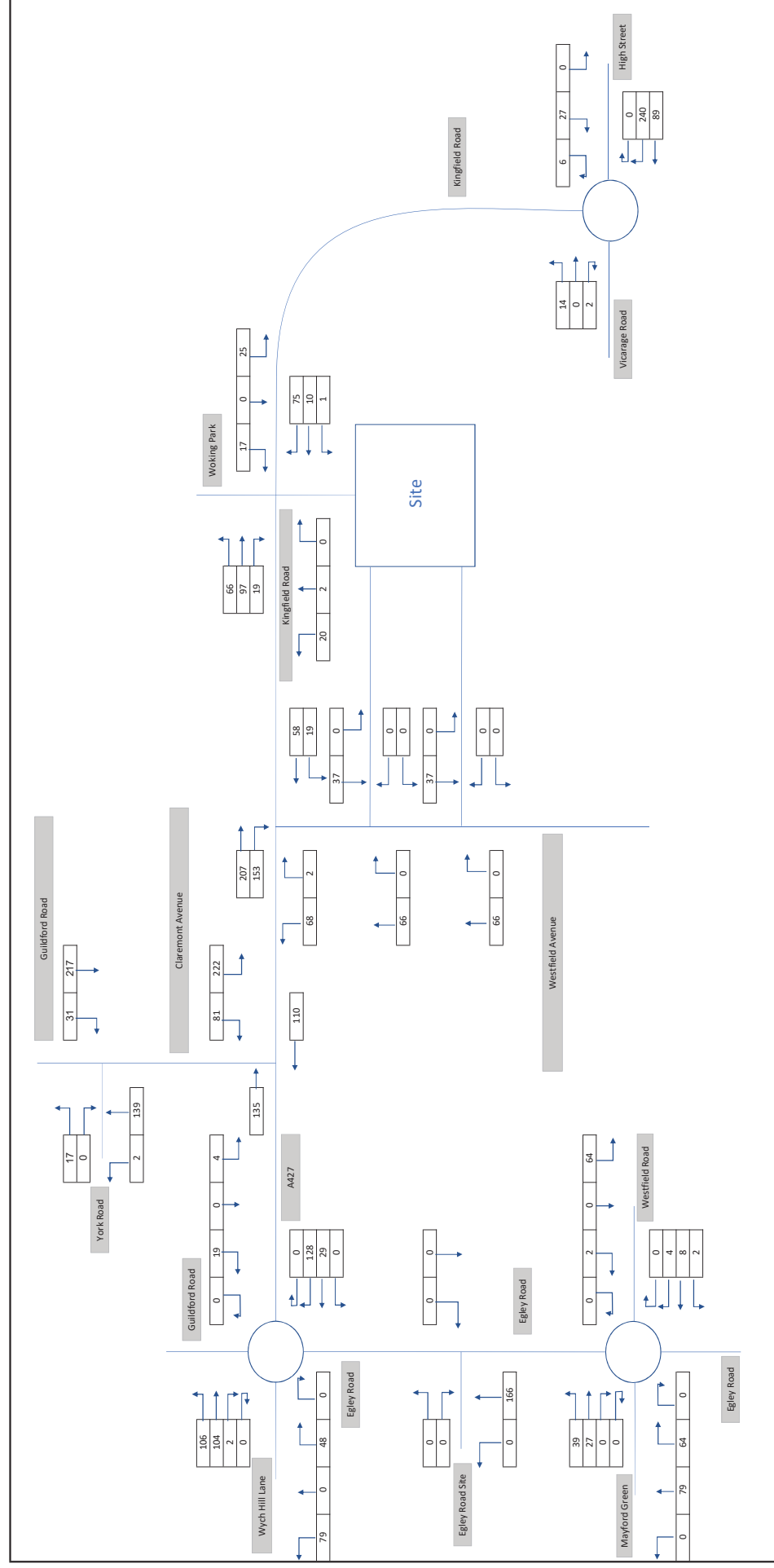
 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title: Woking Football Club	Scale: NTS	Drawn: TD	Date: 14/11/2019	Checked: 	Rev:
	Client: Woking Football Club	Figure Title: 2024 Base vs 2024 Base + Dev (AM Peak)	Figure No: 			




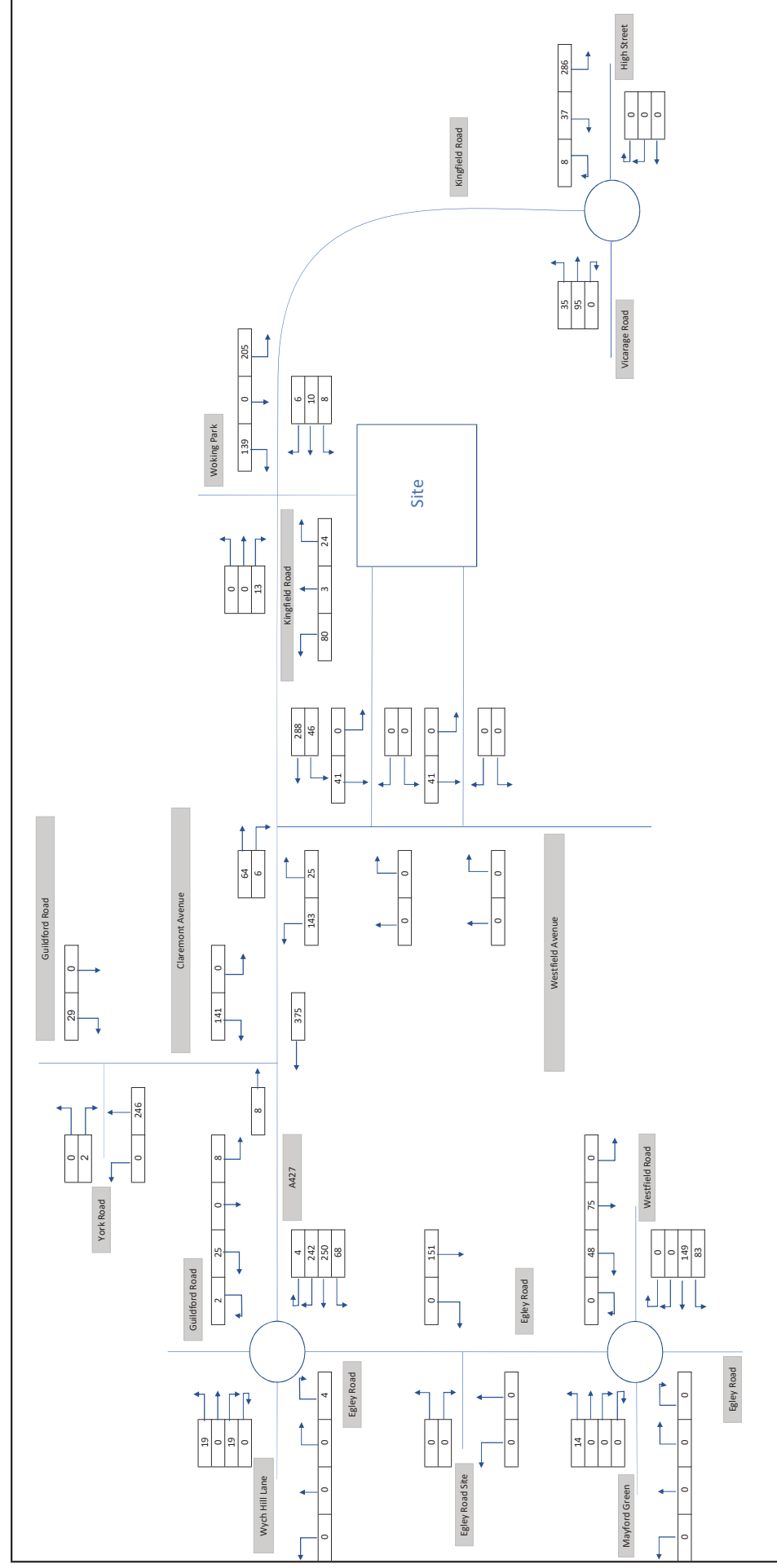
 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club			Scale:	NTS	Drawn:	TD	Date:	14/11/2019	Checked:	Rev:
	Client:	Woking Football Club			Figure Title:	Football Only Traffic 5,500 Capacity Pre-Game (13:45-14:45)						




 Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club			Scale:	NTS	Drawn:	TD	Date:	14/11/2019	Checked:	Rev:
	Client:	Woking Football Club			Figure Title:	Football Only Traffic 5,500 Capacity Post-Game (16:45-17:45)						



 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club			Scale:	NTS	Drawn:	TD	Date:	14/11/2019	Checked:	Rev:
	Client:	Woking Football Club			Figure Title:	Football Only Traffic 9,500 Capacity Pre-Game (13:45-14:45)						



 Network Building, 97 Tattenham Court Road, London, W17 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk	Project Title:	Woking Football Club			Scale:	NTS	Drawn:	TD	Date:	14/11/2019	Checked:	Rev:
	Client:	Woking Football Club			Figure Title:	Football Only Traffic 9,500 Capacity Post-Game (16:45-17:45)						

APPENDIX R

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trisoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Kingfield Road_Site Access_Woking Park Junction 190807.j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 12:06:46

-
- »2019, Weekday AM
 - »2019, Weekday PM
 - »2019, Weekday Early Evening
 - »2019, Weekday Late Evening
 - »2019, Weekend Pre-Game
 - »2019, Weekend Post-Game
 - »2019, Weekend Pre-Game (Non-Gameday)
 - »2019, Weekend Post-Game (Non-Gameday)
 - »2024, Weekday AM
 - »2024, Weekday PM
 - »2024, Weekday Early Evening
 - »2024, Weekday Late Evening
 - »2024, Weekend Pre-Game
 - »2024, Weekend Post-Game
 - »2024, Weekend Pre-Game (Non-Gameday)
 - »2024, Weekend Post-Game (Non-Gameday)
 - »2024 + Dev, Weekday AM
 - »2024 + Dev, Weekday PM
 - »2024 + Dev (4,000), Weekday Pre Game
 - »2024 + Dev (4,000), Weekday Post Game
 - »2024 + Dev (4,000), Weekend Pre-Game
 - »2024 + Dev (4,000), Weekend Post-Game
 - »2024 + Dev (5,500), Weekday Pre Game
 - »2024 + Dev (5,500), Weekday Post Game
 - »2024 + Dev (5,500), Weekend Pre-Game
 - »2024 + Dev (5,500), Weekend Post-Game
 - »2024 + Dev (9,500), Weekday Pre Game
 - »2024 + Dev (9,500), Weekday Post Game
 - »2024 + Dev (9,500), Weekend Pre-Game
 - »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Early Evening					Weekday Late Evening					W				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS		Set ID			
Stream B-CD	D1	0.0	0.00	0.00	A	D2	0.2	7.35	0.15	A	D3	0.1	6.00	0.05	A	D4	0.0	5.27	0.02	A	D5				
Stream B-AD		0.0	0.00	0.00	A		0.1	17.09	0.10	C		0.0	13.00	0.03	B		0.0	8.83	0.02	A					
Stream A-D		0.1	9.01	0.07	A		0.1	8.49	0.06	A		0.2	8.46	0.14	A		0.0	5.90	0.01	A					
Stream D-AB		0.1	8.73	0.11	A		0.3	10.14	0.24	B		0.5	10.02	0.33	B		0.2	6.49	0.15	A					
Stream D-BC		0.1	17.51	0.12	C		0.3	19.60	0.25	C		0.3	14.47	0.21	B		0.1	8.38	0.10	A					
Stream C-B		0.0	7.37	0.02	A		0.1	7.64	0.13	A		0.1	6.64	0.05	A		0.0	5.56	0.00	A					
Stream B-CD	D9	0.0	0.00	0.00	A	D10	0.2	7.63	0.16	A	D11	0.1	6.10	0.05	A	D12	0.0	5.29	0.03	A	D13				
Stream B-AD		0.0	0.00	0.00	A		0.1	18.60	0.11	C		0.0	13.64	0.03	B		0.0	8.94	0.02	A					
Stream A-D		0.1	9.35	0.08	A		0.1	8.80	0.07	A		0.2	8.76	0.15	A		0.0	5.93	0.01	A					
Stream D-AB		0.1	9.13	0.12	A		0.4	10.94	0.26	B		0.6	10.77	0.36	B		0.2	6.61	0.16	A					
Stream D-BC		0.2	19.36	0.13	C		0.4	22.31	0.29	C		0.3	15.74	0.23	C		0.1	8.53	0.10	A					
Stream C-B		0.0	7.55	0.03	A		0.2	7.87	0.14	A		0.1	6.76	0.05	A		0.0	5.57	0.00	A					
Stream B-CD	D17	0.0	0.00	0.00	A	D18	0.0	0.00	0.00	A															
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A															
Stream A-D		0.1	9.71	0.08	A		0.1	8.46	0.07	A															
Stream D-AB		0.1	9.45	0.12	A		0.2	11.11	0.17	B															
Stream D-BC		0.2	20.84	0.14	C		0.8	25.65	0.45	D															
Stream C-B		0.0	7.59	0.03	A		0.0	0.00	0.00	A															
Stream B-CD																									
Stream B-AD																									
Stream A-D																									
Stream D-AB																									
Stream D-BC																									
Stream C-B																									
Stream B-CD																									
Stream B-AD																									
Stream A-D																									
Stream D-AB																									
Stream D-BC																									
Stream C-B																									

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	Kingfield Road / Site Access / Woking Park PICADY
Location	Woking
Site number	
Date	19/06/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓		
D5	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D6	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D7	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓		
D8	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓		
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0636
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673
D14	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673
D16	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

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-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-B					8	12
A-C					566	849
A-D	0.07	9.01	0.1	A	25	37
D-AB	0.11	8.73	0.1	A	41	61
D-BC	0.12	17.51	0.1	C	22	34
C-D					95	142
C-A					627	940
C-B	0.02	7.37	0.0	A	10	15

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	419	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	334	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	465	116			465				
A-D	20	5	494	0.041	20	0.0	0.0	7.602	A
D-AB	34	8	533	0.063	33	0.0	0.1	7.201	A
D-BC	18	5	324	0.057	18	0.0	0.1	11.757	B
C-D	78	19			78				
C-A	514	129			514				
C-B	8	2	559	0.015	8	0.0	0.0	6.541	A

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	381	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	294	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	555	139			555				
A-D	24	6	467	0.052	24	0.0	0.1	8.137	A
D-AB	40	10	504	0.080	40	0.1	0.1	7.764	A
D-BC	22	5	286	0.077	22	0.1	0.1	13.641	B
C-D	93	23			93				
C-A	614	154			614				
C-B	10	2	534	0.019	10	0.0	0.0	6.864	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	326	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	240	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	679	170			679				
A-D	30	7	429	0.069	30	0.1	0.1	9.007	A
D-AB	49	12	462	0.106	49	0.1	0.1	8.722	A
D-BC	27	7	232	0.116	27	0.1	0.1	17.484	C
C-D	113	28			113				
C-A	752	188			752				
C-B	12	3	501	0.024	12	0.0	0.0	7.365	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	326	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	240	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	679	170			679				
A-D	30	7	429	0.069	30	0.1	0.1	9.011	A
D-AB	49	12	461	0.106	49	0.1	0.1	8.730	A
D-BC	27	7	232	0.116	27	0.1	0.1	17.511	C
C-D	113	28			113				
C-A	752	188			752				
C-B	12	3	501	0.024	12	0.0	0.0	7.365	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	381	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	294	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	555	139			555				
A-D	24	6	467	0.052	24	0.1	0.1	8.143	A
D-AB	40	10	503	0.080	40	0.1	0.1	7.774	A
D-BC	22	5	286	0.077	22	0.1	0.1	13.666	B
C-D	93	23			93				
C-A	614	154			614				
C-B	10	2	534	0.019	10	0.0	0.0	6.865	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	419	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	333	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	465	116			465				
A-D	20	5	494	0.041	20	0.1	0.0	7.607	A
D-AB	34	8	533	0.063	34	0.1	0.1	7.215	A
D-BC	18	5	324	0.057	19	0.1	0.1	11.780	B
C-D	78	19			78				
C-A	514	129			514				
C-B	8	2	558	0.015	8	0.0	0.0	6.543	A

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

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-CD	0.15	7.35	0.2	A	71	106
B-AD	0.10	17.09	0.1	C	19	29
A-B					12	18
A-C					441	662
A-D	0.06	8.49	0.1	A	24	36
D-AB	0.24	10.14	0.3	B	93	139
D-BC	0.25	19.60	0.3	C	52	78
C-D					126	189
C-A					516	774
C-B	0.13	7.64	0.1	A	57	85

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	15	633	0.092	58	0.0	0.1	6.252	A
B-AD	16	4	311	0.051	16	0.0	0.1	12.161	B
A-B	10	2			10				
A-C	362	91			362				
A-D	20	5	518	0.038	19	0.0	0.0	7.221	A
D-AB	76	19	543	0.140	75	0.0	0.2	7.692	A
D-BC	43	11	336	0.128	42	0.0	0.1	12.250	B
C-D	103	26			103				
C-A	423	106			423				
C-B	47	12	585	0.080	46	0.0	0.1	6.682	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	69	17	609	0.114	69	0.1	0.1	6.664	A
B-AD	19	5	279	0.067	19	0.1	0.1	13.842	B
A-B	12	3			12				
A-C	432	108			432				
A-D	23	6	490	0.048	23	0.0	0.0	7.706	A
D-AB	91	23	513	0.177	91	0.2	0.2	8.518	A
D-BC	51	13	298	0.171	51	0.1	0.2	14.533	B
C-D	123	31			123				
C-A	505	126			505				
C-B	56	14	566	0.099	56	0.1	0.1	7.060	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	85	21	575	0.148	85	0.1	0.2	7.342	A
B-AD	23	6	234	0.098	23	0.1	0.1	17.059	C
A-B	14	4			14				
A-C	530	132			530				
A-D	29	7	453	0.063	29	0.0	0.1	8.485	A
D-AB	111	28	467	0.239	111	0.2	0.3	10.104	B
D-BC	62	16	246	0.254	62	0.2	0.3	19.482	C
C-D	151	38			151				
C-A	619	155			619				
C-B	68	17	539	0.127	68	0.1	0.1	7.641	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	85	21	575	0.148	85	0.2	0.2	7.349	A
B-AD	23	6	234	0.098	23	0.1	0.1	17.092	C
A-B	14	4			14				
A-C	530	132			530				
A-D	29	7	453	0.063	29	0.1	0.1	8.488	A
D-AB	111	28	466	0.239	111	0.3	0.3	10.141	B
D-BC	62	16	246	0.254	62	0.3	0.3	19.598	C
C-D	151	38			151				
C-A	619	155			619				
C-B	68	17	539	0.127	68	0.1	0.1	7.645	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	69	17	609	0.114	70	0.2	0.1	6.679	A
B-AD	19	5	279	0.067	19	0.1	0.1	13.875	B
A-B	12	3			12				
A-C	432	108			432				
A-D	23	6	490	0.048	23	0.1	0.1	7.710	A
D-AB	91	23	513	0.177	91	0.3	0.2	8.553	A
D-BC	51	13	298	0.171	52	0.3	0.2	14.621	B
C-D	123	31			123				
C-A	505	126			505				
C-B	56	14	565	0.099	56	0.1	0.1	7.065	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	15	633	0.092	58	0.1	0.1	6.267	A
B-AD	16	4	311	0.051	16	0.1	0.1	12.195	B
A-B	10	2			10				
A-C	362	91			362				
A-D	20	5	518	0.038	20	0.1	0.0	7.230	A
D-AB	76	19	542	0.140	76	0.2	0.2	7.729	A
D-BC	43	11	335	0.128	43	0.2	0.1	12.327	B
C-D	103	26			103				
C-A	423	106			423				
C-B	47	12	585	0.080	47	0.1	0.1	6.696	A

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

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-CD	0.05	6.00	0.1	A	27	40
B-AD	0.03	13.00	0.0	B	7	11
A-B					10	15
A-C					290	435
A-D	0.14	8.46	0.2	A	57	85
D-AB	0.33	10.02	0.5	B	149	223
D-BC	0.21	14.47	0.3	B	55	82
C-D					172	257
C-A					377	566
C-B	0.05	6.64	0.1	A	24	36

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	22	5	668	0.033	22	0.0	0.0	5.565	A
B-AD	6	2	348	0.017	6	0.0	0.0	10.532	B
A-B	8	2			8				
A-C	238	59			238				
A-D	47	12	546	0.086	46	0.0	0.1	7.203	A
D-AB	122	31	599	0.204	121	0.0	0.3	7.515	A
D-BC	45	11	389	0.116	45	0.0	0.1	10.444	B
C-D	141	35			141				
C-A	309	77			309				
C-B	20	5	606	0.032	19	0.0	0.0	6.133	A

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	26	7	653	0.040	26	0.0	0.0	5.740	A
B-AD	7	2	322	0.022	7	0.0	0.0	11.447	B
A-B	10	2			10				
A-C	284	71			284				
A-D	56	14	524	0.106	56	0.1	0.1	7.685	A
D-AB	146	36	575	0.254	145	0.3	0.3	8.375	A
D-BC	54	13	358	0.150	54	0.1	0.2	11.800	B
C-D	168	42			168				
C-A	369	92			369				
C-B	23	6	591	0.040	23	0.0	0.0	6.339	A

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	632	0.051	32	0.0	0.1	6.001	A
B-AD	9	2	286	0.031	9	0.0	0.0	12.989	B
A-B	12	3			12				
A-C	348	87			348				
A-D	68	17	494	0.138	68	0.1	0.2	8.457	A
D-AB	179	45	538	0.332	178	0.3	0.5	9.976	A
D-BC	66	16	315	0.209	65	0.2	0.3	14.419	B
C-D	206	51			206				
C-A	453	113			453				
C-B	29	7	570	0.050	29	0.0	0.1	6.642	A

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	632	0.051	32	0.1	0.1	6.002	A
B-AD	9	2	286	0.031	9	0.0	0.0	12.998	B
A-B	12	3			12				
A-C	348	87			348				
A-D	68	17	494	0.138	68	0.2	0.2	8.460	A
D-AB	179	45	538	0.332	179	0.5	0.5	10.017	B
D-BC	66	16	315	0.209	66	0.3	0.3	14.469	B
C-D	206	51			206				
C-A	453	113			453				
C-B	29	7	570	0.050	29	0.1	0.1	6.643	A

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	26	7	653	0.040	26	0.1	0.0	5.743	A
B-AD	7	2	321	0.022	7	0.0	0.0	11.459	B
A-B	10	2			10				
A-C	284	71			284				
A-D	56	14	524	0.106	56	0.2	0.1	7.695	A
D-AB	146	36	574	0.254	146	0.5	0.3	8.424	A
D-BC	54	13	358	0.150	54	0.3	0.2	11.847	B
C-D	168	42			168				
C-A	369	92			369				
C-B	23	6	591	0.040	23	0.1	0.0	6.344	A

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	22	5	668	0.033	22	0.0	0.0	5.573	A
B-AD	6	2	347	0.017	6	0.0	0.0	10.546	B
A-B	8	2			8				
A-C	238	59			238				
A-D	47	12	546	0.086	47	0.1	0.1	7.218	A
D-AB	122	31	599	0.204	122	0.3	0.3	7.562	A
D-BC	45	11	388	0.116	45	0.2	0.1	10.493	B
C-D	141	35			141				
C-A	309	77			309				
C-B	20	5	606	0.032	20	0.0	0.0	6.140	A

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

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-CD	0.02	5.27	0.0	A	14	21
B-AD	0.02	8.83	0.0	A	6	8
A-B					0	0
A-C					110	165
A-D	0.01	5.90	0.0	A	4	6
D-AB	0.15	6.49	0.2	A	79	118
D-BC	0.10	8.38	0.1	A	38	56
C-D					15	22
C-A					137	205
C-B	0.00	5.56	0.0	A	0.92	1

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	3	712	0.016	11	0.0	0.0	5.135	A
B-AD	5	1	438	0.010	4	0.0	0.0	8.302	A
A-B	0	0			0				
A-C	90	23			90				
A-D	3	0.75	628	0.005	3	0.0	0.0	5.755	A
D-AB	65	16	669	0.097	64	0.0	0.1	5.949	A
D-BC	31	8	496	0.062	31	0.0	0.1	7.726	A
C-D	12	3			12				
C-A	112	28			112				
C-B	0.75	0.19	660	0.001	0.75	0.0	0.0	5.461	A

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	3	707	0.019	13	0.0	0.0	5.190	A
B-AD	5	1	428	0.013	5	0.0	0.0	8.515	A
A-B	0	0			0				
A-C	108	27			108				
A-D	4	0.90	623	0.006	4	0.0	0.0	5.814	A
D-AB	77	19	661	0.117	77	0.1	0.1	6.169	A
D-BC	37	9	487	0.076	37	0.1	0.1	7.989	A
C-D	14	4			14				
C-A	134	33			134				
C-B	0.90	0.22	655	0.001	0.90	0.0	0.0	5.500	A

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	4	700	0.024	16	0.0	0.0	5.266	A
B-AD	7	2	414	0.016	7	0.0	0.0	8.828	A
A-B	0	0			0				
A-C	132	33			132				
A-D	4	1	615	0.007	4	0.0	0.0	5.897	A
D-AB	95	24	649	0.146	95	0.1	0.2	6.488	A
D-BC	45	11	475	0.095	45	0.1	0.1	8.376	A
C-D	18	4			18				
C-A	164	41			164				
C-B	1	0.28	649	0.002	1	0.0	0.0	5.555	A

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	4	700	0.024	17	0.0	0.0	5.267	A
B-AD	7	2	414	0.016	7	0.0	0.0	8.828	A
A-B	0	0			0				
A-C	132	33			132				
A-D	4	1	615	0.007	4	0.0	0.0	5.897	A
D-AB	95	24	649	0.146	95	0.2	0.2	6.491	A
D-BC	45	11	475	0.095	45	0.1	0.1	8.380	A
C-D	18	4			18				
C-A	164	41			164				
C-B	1	0.28	649	0.002	1	0.0	0.0	5.555	A

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	3	707	0.019	14	0.0	0.0	5.193	A
B-AD	5	1	428	0.013	5	0.0	0.0	8.515	A
A-B	0	0			0				
A-C	108	27			108				
A-D	4	0.90	623	0.006	4	0.0	0.0	5.816	A
D-AB	77	19	661	0.117	77	0.2	0.1	6.175	A
D-BC	37	9	487	0.076	37	0.1	0.1	7.994	A
C-D	14	4			14				
C-A	134	33			134				
C-B	0.90	0.22	655	0.001	0.90	0.0	0.0	5.502	A

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	3	712	0.016	11	0.0	0.0	5.139	A
B-AD	5	1	438	0.010	5	0.0	0.0	8.302	A
A-B	0	0			0				
A-C	90	23			90				
A-D	3	0.75	628	0.005	3	0.0	0.0	5.757	A
D-AB	65	16	669	0.097	65	0.1	0.1	5.960	A
D-BC	31	8	496	0.062	31	0.1	0.1	7.735	A
C-D	12	3			12				
C-A	112	28			112				
C-B	0.75	0.19	660	0.001	0.75	0.0	0.0	5.461	A

2019, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.12	6.63	0.1	A	64	96
B-AD	0.05	15.84	0.1	C	10	14
A-B					25	37
A-C					387	581
A-D	0.18	9.33	0.2	A	72	107
D-AB	0.18	8.77	0.2	A	78	116
D-BC	0.20	16.39	0.3	C	47	71
C-D					134	201
C-A					420	630
C-B	0.16	8.08	0.2	A	72	107

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	52	13	670	0.078	52	0.0	0.1	5.825	A
B-AD	8	2	309	0.025	8	0.0	0.0	11.937	B
A-B	20	5			20				
A-C	318	79			318				
A-D	59	15	531	0.111	58	0.0	0.1	7.610	A
D-AB	64	16	565	0.113	63	0.0	0.1	7.159	A
D-BC	39	10	364	0.106	38	0.0	0.1	11.046	B
C-D	110	27			110				
C-A	345	86			345				
C-B	59	15	579	0.101	58	0.0	0.1	6.902	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	16	649	0.096	62	0.1	0.1	6.136	A
B-AD	9	2	280	0.034	9	0.0	0.0	13.318	B
A-B	24	6			24				
A-C	379	95			379				
A-D	70	18	506	0.139	70	0.1	0.2	8.255	A
D-AB	76	19	541	0.141	76	0.1	0.2	7.738	A
D-BC	46	12	327	0.141	46	0.1	0.2	12.802	B
C-D	131	33			131				
C-A	412	103			412				
C-B	70	18	559	0.125	70	0.1	0.1	7.358	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	77	19	620	0.124	76	0.1	0.1	6.622	A
B-AD	11	3	239	0.048	11	0.0	0.0	15.821	C
A-B	30	7			30				
A-C	465	116			465				
A-D	86	21	472	0.182	86	0.2	0.2	9.320	A
D-AB	93	23	504	0.185	93	0.2	0.2	8.751	A
D-BC	57	14	276	0.205	56	0.2	0.3	16.332	C
C-D	161	40			161				
C-A	504	126			504				
C-B	86	21	531	0.162	86	0.1	0.2	8.076	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	77	19	620	0.124	77	0.1	0.1	6.627	A
B-AD	11	3	239	0.048	11	0.0	0.1	15.838	C
A-B	30	7			30				
A-C	465	116			465				
A-D	86	21	472	0.182	86	0.2	0.2	9.332	A
D-AB	93	23	504	0.185	93	0.2	0.2	8.768	A
D-BC	57	14	276	0.205	57	0.3	0.3	16.390	C
C-D	161	40			161				
C-A	504	126			504				
C-B	86	21	531	0.162	86	0.2	0.2	8.084	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	16	649	0.096	63	0.1	0.1	6.141	A
B-AD	9	2	279	0.034	9	0.1	0.0	13.339	B
A-B	24	6			24				
A-C	379	95			379				
A-D	70	18	506	0.139	70	0.2	0.2	8.271	A
D-AB	76	19	541	0.141	76	0.2	0.2	7.757	A
D-BC	46	12	327	0.141	47	0.3	0.2	12.856	B
C-D	131	33			131				
C-A	412	103			412				
C-B	70	18	559	0.125	70	0.2	0.1	7.368	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	52	13	669	0.078	52	0.1	0.1	5.837	A
B-AD	8	2	309	0.026	8	0.0	0.0	11.961	B
A-B	20	5			20				
A-C	318	79			318				
A-D	59	15	531	0.111	59	0.2	0.1	7.633	A
D-AB	64	16	565	0.113	64	0.2	0.1	7.184	A
D-BC	39	10	363	0.107	39	0.2	0.1	11.102	B
C-D	110	27			110				
C-A	345	86			345				
C-B	59	15	579	0.101	59	0.1	0.1	6.921	A

2019, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.17	7.56	0.2	A	80	119
B-AD	0.12	14.90	0.1	B	29	43
A-B					10	15
A-C					356	534
A-D	0.03	6.83	0.0	A	14	21
D-AB	0.40	12.37	0.7	B	164	246
D-BC	0.49	21.21	0.9	C	137	205
C-D					38	56
C-A					334	501
C-B	0.04	6.62	0.0	A	21	32

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	65	16	616	0.106	65	0.0	0.1	6.520	A
B-AD	24	6	343	0.069	23	0.0	0.1	11.244	B
A-B	8	2			8				
A-C	292	73			292				
A-D	11	3	580	0.019	11	0.0	0.0	6.328	A
D-AB	135	34	598	0.225	134	0.0	0.3	7.729	A
D-BC	112	28	415	0.270	111	0.0	0.4	11.759	B
C-D	31	8			31				
C-A	274	69			274				
C-B	17	4	605	0.029	17	0.0	0.0	6.120	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	78	19	598	0.130	78	0.1	0.1	6.918	A
B-AD	28	7	315	0.090	28	0.1	0.1	12.539	B
A-B	10	2			10				
A-C	349	87			349				
A-D	13	3	565	0.024	13	0.0	0.0	6.528	A
D-AB	161	40	560	0.288	160	0.3	0.4	9.008	A
D-BC	134	33	383	0.350	133	0.4	0.5	14.369	B
C-D	37	9			37				
C-A	327	82			327				
C-B	21	5	590	0.035	21	0.0	0.0	6.322	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	95	24	572	0.167	95	0.1	0.2	7.546	A
B-AD	34	9	276	0.125	34	0.1	0.1	14.857	B
A-B	12	3			12				
A-C	427	107			427				
A-D	17	4	544	0.030	16	0.0	0.0	6.825	A
D-AB	197	49	490	0.402	196	0.4	0.7	12.186	B
D-BC	164	41	334	0.491	162	0.5	0.9	20.794	C
C-D	45	11			45				
C-A	401	100			401				
C-B	25	6	569	0.045	25	0.0	0.0	6.619	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	95	24	572	0.167	95	0.2	0.2	7.555	A
B-AD	34	9	276	0.125	34	0.1	0.1	14.897	B
A-B	12	3			12				
A-C	427	107			427				
A-D	17	4	544	0.030	17	0.0	0.0	6.825	A
D-AB	197	49	488	0.404	197	0.7	0.7	12.366	B
D-BC	164	41	333	0.492	164	0.9	0.9	21.213	C
C-D	45	11			45				
C-A	401	100			401				
C-B	25	6	569	0.045	25	0.0	0.0	6.619	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	78	19	598	0.130	78	0.2	0.2	6.933	A
B-AD	28	7	315	0.090	28	0.1	0.1	12.582	B
A-B	10	2			10				
A-C	349	87			349				
A-D	13	3	565	0.024	14	0.0	0.0	6.529	A
D-AB	161	40	557	0.289	162	0.7	0.4	9.131	A
D-BC	134	33	383	0.350	136	0.9	0.6	14.649	B
C-D	37	9			37				
C-A	327	82			327				
C-B	21	5	590	0.035	21	0.0	0.0	6.323	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	65	16	616	0.106	65	0.2	0.1	6.540	A
B-AD	24	6	343	0.069	24	0.1	0.1	11.287	B
A-B	8	2			8				
A-C	292	73			292				
A-D	11	3	580	0.019	11	0.0	0.0	6.332	A
D-AB	135	34	596	0.226	135	0.4	0.3	7.815	A
D-BC	112	28	415	0.270	113	0.6	0.4	11.938	B
C-D	31	8			31				
C-A	274	69			274				
C-B	17	4	605	0.029	17	0.0	0.0	6.126	A

2019, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

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-CD	0.09	6.99	0.1	A	45	67
B-AD	0.11	14.07	0.1	B	27	41
A-B					24	36
A-C					383	574
A-D	0.09	8.01	0.1	A	39	58
D-AB	0.15	7.73	0.2	A	71	106
D-BC	0.14	13.51	0.2	B	37	55
C-D					105	157
C-A					377	566
C-B	0.14	8.95	0.2	A	54	81

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	615	0.059	36	0.0	0.1	6.215	A
B-AD	22	6	359	0.062	22	0.0	0.1	10.683	B
A-B	20	5			20				
A-C	314	78			314				
A-D	32	8	547	0.058	31	0.0	0.1	6.977	A
D-AB	58	15	603	0.096	58	0.0	0.1	6.595	A
D-BC	30	8	385	0.078	30	0.0	0.1	10.111	B
C-D	86	21			86				
C-A	309	77			309				
C-B	44	11	504	0.088	44	0.0	0.1	7.816	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	11	596	0.073	44	0.1	0.1	6.519	A
B-AD	26	7	329	0.080	26	0.1	0.1	11.892	B
A-B	23	6			23				
A-C	375	94			375				
A-D	38	9	525	0.072	38	0.1	0.1	7.381	A
D-AB	69	17	582	0.119	69	0.1	0.1	7.021	A
D-BC	36	9	354	0.101	36	0.1	0.1	11.310	B
C-D	102	26			102				
C-A	369	92			369				
C-B	53	13	489	0.109	53	0.1	0.1	8.259	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	568	0.094	53	0.1	0.1	6.991	A
B-AD	32	8	288	0.112	32	0.1	0.1	14.053	B
A-B	29	7			29				
A-C	459	115			459				
A-D	46	12	496	0.093	46	0.1	0.1	8.008	A
D-AB	85	21	551	0.154	85	0.1	0.2	7.719	A
D-BC	44	11	310	0.141	44	0.1	0.2	13.498	B
C-D	126	31			126				
C-A	453	113			453				
C-B	65	16	467	0.139	65	0.1	0.2	8.936	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	568	0.094	53	0.1	0.1	6.994	A
B-AD	32	8	288	0.112	32	0.1	0.1	14.073	B
A-B	29	7			29				
A-C	459	115			459				
A-D	46	12	495	0.093	46	0.1	0.1	8.013	A
D-AB	85	21	551	0.154	85	0.2	0.2	7.727	A
D-BC	44	11	310	0.141	44	0.2	0.2	13.512	B
C-D	126	31			126				
C-A	453	113			453				
C-B	65	16	467	0.139	65	0.2	0.2	8.946	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	11	595	0.073	44	0.1	0.1	6.526	A
B-AD	26	7	329	0.081	27	0.1	0.1	11.913	B
A-B	23	6			23				
A-C	375	94			375				
A-D	38	9	525	0.072	38	0.1	0.1	7.388	A
D-AB	69	17	582	0.119	69	0.2	0.1	7.035	A
D-BC	36	9	354	0.101	36	0.2	0.1	11.337	B
C-D	102	26			102				
C-A	369	92			369				
C-B	53	13	489	0.109	53	0.2	0.1	8.269	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	615	0.059	37	0.1	0.1	6.229	A
B-AD	22	6	359	0.062	22	0.1	0.1	10.710	B
A-B	20	5			20				
A-C	314	78			314				
A-D	32	8	547	0.058	32	0.1	0.1	6.989	A
D-AB	58	15	603	0.096	58	0.1	0.1	6.612	A
D-BC	30	8	385	0.078	30	0.1	0.1	10.142	B
C-D	86	21			86				
C-A	309	77			309				
C-B	44	11	504	0.088	45	0.1	0.1	7.835	A

2019, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

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-CD	0.01	6.46	0.0	A	5	7
B-AD	0.02	10.88	0.0	B	6	8
A-B					3	4
A-C					351	527
A-D	0.08	7.22	0.1	A	36	54
D-AB	0.22	8.05	0.3	A	103	155
D-BC	0.16	11.99	0.2	B	46	69
C-D					61	91
C-A					338	507
C-B	0.02	6.52	0.0	A	9	14

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.94	597	0.006	4	0.0	0.0	6.071	A
B-AD	5	1	403	0.011	4	0.0	0.0	9.030	A
A-B	2	0.56			2				
A-C	288	72			288				
A-D	29	7	578	0.051	29	0.0	0.1	6.556	A
D-AB	85	21	618	0.137	84	0.0	0.2	6.737	A
D-BC	38	9	416	0.091	38	0.0	0.1	9.516	A
C-D	50	12			50				
C-A	277	69			277				
C-B	8	2	601	0.013	7	0.0	0.0	6.062	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	582	0.008	4	0.0	0.0	6.227	A
B-AD	5	1	375	0.014	5	0.0	0.0	9.727	A
A-B	3	0.67			3				
A-C	344	86			344				
A-D	35	9	563	0.062	35	0.1	0.1	6.822	A
D-AB	101	25	599	0.169	101	0.2	0.2	7.230	A
D-BC	45	11	391	0.116	45	0.1	0.1	10.416	B
C-D	59	15			59				
C-A	331	83			331				
C-B	9	2	585	0.015	9	0.0	0.0	6.245	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	563	0.010	5	0.0	0.0	6.455	A
B-AD	7	2	337	0.020	7	0.0	0.0	10.880	B
A-B	3	0.83			3				
A-C	422	105			422				
A-D	43	11	541	0.079	43	0.1	0.1	7.224	A
D-AB	124	31	571	0.217	124	0.2	0.3	8.038	A
D-BC	56	14	356	0.156	55	0.1	0.2	11.969	B
C-D	73	18			73				
C-A	405	101			405				
C-B	11	3	563	0.020	11	0.0	0.0	6.516	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	563	0.010	6	0.0	0.0	6.456	A
B-AD	7	2	337	0.020	7	0.0	0.0	10.882	B
A-B	3	0.83			3				
A-C	422	105			422				
A-D	43	11	541	0.079	43	0.1	0.1	7.224	A
D-AB	124	31	571	0.217	124	0.3	0.3	8.050	A
D-BC	56	14	356	0.156	56	0.2	0.2	11.987	B
C-D	73	18			73				
C-A	405	101			405				
C-B	11	3	563	0.020	11	0.0	0.0	6.517	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	582	0.008	5	0.0	0.0	6.232	A
B-AD	5	1	375	0.014	5	0.0	0.0	9.731	A
A-B	3	0.67			3				
A-C	344	86			344				
A-D	35	9	563	0.062	35	0.1	0.1	6.824	A
D-AB	101	25	599	0.169	101	0.3	0.2	7.247	A
D-BC	45	11	391	0.116	46	0.2	0.1	10.436	B
C-D	59	15			59				
C-A	331	83			331				
C-B	9	2	585	0.015	9	0.0	0.0	6.248	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.94	596	0.006	4	0.0	0.0	6.077	A
B-AD	5	1	403	0.011	5	0.0	0.0	9.037	A
A-B	2	0.56			2				
A-C	288	72			288				
A-D	29	7	578	0.051	29	0.1	0.1	6.562	A
D-AB	85	21	618	0.137	85	0.2	0.2	6.760	A
D-BC	38	9	415	0.091	38	0.1	0.1	9.544	A
C-D	50	12			50				
C-A	277	69			277				
C-B	8	2	601	0.013	8	0.0	0.0	6.063	A

2024, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D9 - 2024, Weekday AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

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-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-B					9	13
A-C					601	902
A-D	0.08	9.35	0.1	A	26	39
D-AB	0.12	9.13	0.1	A	43	65
D-BC	0.13	19.36	0.2	C	24	36
C-D					100	151
C-A					666	998
C-B	0.03	7.55	0.0	A	11	16

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	407	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	493	123			493				
A-D	22	5	485	0.045	21	0.0	0.0	7.759	A
D-AB	36	9	524	0.068	35	0.0	0.1	7.365	A
D-BC	20	5	312	0.063	19	0.0	0.1	12.291	B
C-D	82	21			82				
C-A	546	137			546				
C-B	9	2	551	0.016	9	0.0	0.0	6.641	A

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	366	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	280	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	589	147			589				
A-D	26	6	456	0.056	26	0.0	0.1	8.360	A
D-AB	43	11	492	0.086	42	0.1	0.1	8.004	A
D-BC	23	6	271	0.086	23	0.1	0.1	14.520	B
C-D	98	25			98				
C-A	652	163			652				
C-B	11	3	525	0.020	10	0.0	0.0	6.995	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	307	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	222	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	721	180			721				
A-D	32	8	417	0.076	31	0.1	0.1	9.346	A
D-AB	52	13	447	0.117	52	0.1	0.1	9.117	A
D-BC	29	7	214	0.133	28	0.1	0.2	19.319	C
C-D	120	30			120				
C-A	799	200			799				
C-B	13	3	490	0.026	13	0.0	0.0	7.551	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	307	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	222	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	721	180			721				
A-D	32	8	417	0.076	32	0.1	0.1	9.350	A
D-AB	52	13	446	0.117	52	0.1	0.1	9.128	A
D-BC	29	7	214	0.133	29	0.2	0.2	19.362	C
C-D	120	30			120				
C-A	799	200			799				
C-B	13	3	490	0.026	13	0.0	0.0	7.551	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	366	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	279	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	589	147			589				
A-D	26	6	456	0.056	26	0.1	0.1	8.365	A
D-AB	43	11	492	0.086	43	0.1	0.1	8.016	A
D-BC	23	6	271	0.086	24	0.2	0.1	14.555	B
C-D	98	25			98				
C-A	652	163			652				
C-B	11	3	525	0.020	11	0.0	0.0	6.999	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	407	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	493	123			493				
A-D	22	5	485	0.045	22	0.1	0.0	7.771	A
D-AB	36	9	523	0.068	36	0.1	0.1	7.381	A
D-BC	20	5	312	0.063	20	0.1	0.1	12.319	B
C-D	82	21			82				
C-A	546	137			546				
C-B	9	2	551	0.016	9	0.0	0.0	6.645	A

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

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-CD	0.16	7.63	0.2	A	75	113
B-AD	0.11	18.60	0.1	C	20	31
A-B					13	19
A-C					469	704
A-D	0.07	8.80	0.1	A	25	38
D-AB	0.26	10.94	0.4	B	99	148
D-BC	0.29	22.31	0.4	C	55	83
C-D					134	201
C-A					548	823
C-B	0.14	7.87	0.2	A	61	91

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	62	15	625	0.099	61	0.0	0.1	6.377	A
B-AD	17	4	301	0.056	17	0.0	0.1	12.657	B
A-B	10	3			10				
A-C	385	96			385				
A-D	21	5	509	0.041	21	0.0	0.0	7.371	A
D-AB	81	20	534	0.152	80	0.0	0.2	7.930	A
D-BC	46	11	323	0.141	45	0.0	0.2	12.892	B
C-D	110	27			110				
C-A	450	113			450				
C-B	50	12	578	0.086	49	0.0	0.1	6.799	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	74	18	600	0.123	74	0.1	0.1	6.840	A
B-AD	20	5	266	0.075	20	0.1	0.1	14.625	B
A-B	12	3			12				
A-C	460	115			460				
A-D	25	6	480	0.052	25	0.0	0.1	7.911	A
D-AB	97	24	501	0.193	97	0.2	0.2	8.897	A
D-BC	54	14	284	0.191	54	0.2	0.2	15.654	C
C-D	131	33			131				
C-A	537	134			537				
C-B	59	15	558	0.106	59	0.1	0.1	7.213	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	23	563	0.161	90	0.1	0.2	7.618	A
B-AD	24	6	218	0.112	24	0.1	0.1	18.554	C
A-B	15	4			15				
A-C	563	141			563				
A-D	30	8	440	0.069	30	0.1	0.1	8.795	A
D-AB	119	30	448	0.265	118	0.2	0.4	10.886	B
D-BC	66	17	228	0.292	66	0.2	0.4	22.118	C
C-D	160	40			160				
C-A	658	165			658				
C-B	73	18	530	0.137	72	0.1	0.2	7.866	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	23	562	0.161	90	0.2	0.2	7.629	A
B-AD	24	6	218	0.112	24	0.1	0.1	18.598	C
A-B	15	4			15				
A-C	563	141			563				
A-D	30	8	440	0.069	30	0.1	0.1	8.797	A
D-AB	119	30	448	0.265	119	0.4	0.4	10.941	B
D-BC	66	17	228	0.292	66	0.4	0.4	22.307	C
C-D	160	40			160				
C-A	658	165			658				
C-B	73	18	530	0.137	73	0.2	0.2	7.871	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	74	18	599	0.123	74	0.2	0.1	6.854	A
B-AD	20	5	266	0.075	20	0.1	0.1	14.667	B
A-B	12	3			12				
A-C	460	115			460				
A-D	25	6	480	0.052	25	0.1	0.1	7.918	A
D-AB	97	24	500	0.193	97	0.4	0.2	8.947	A
D-BC	54	14	284	0.192	55	0.4	0.2	15.788	C
C-D	131	33			131				
C-A	537	134			537				
C-B	59	15	558	0.106	59	0.2	0.1	7.224	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	62	15	625	0.099	62	0.1	0.1	6.397	A
B-AD	17	4	300	0.056	17	0.1	0.1	12.695	B
A-B	10	3			10				
A-C	385	96			385				
A-D	21	5	509	0.041	21	0.1	0.0	7.378	A
D-AB	81	20	533	0.152	81	0.2	0.2	7.974	A
D-BC	46	11	323	0.141	46	0.2	0.2	12.989	B
C-D	110	27			110				
C-A	450	113			450				
C-B	50	12	578	0.086	50	0.1	0.1	6.810	A

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

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-CD	0.05	6.10	0.1	A	28	42
B-AD	0.03	13.64	0.0	B	8	12
A-B					11	16
A-C					308	463
A-D	0.15	8.76	0.2	A	61	91
D-AB	0.36	10.77	0.6	B	158	237
D-BC	0.23	15.74	0.3	C	58	88
C-D					183	274
C-A					401	602
C-B	0.05	6.76	0.1	A	25	38

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	663	0.035	23	0.0	0.0	5.619	A
B-AD	6	2	339	0.019	6	0.0	0.0	10.812	B
A-B	9	2			9				
A-C	253	63			253				
A-D	50	12	539	0.092	49	0.0	0.1	7.349	A
D-AB	130	32	591	0.220	129	0.0	0.3	7.763	A
D-BC	48	12	379	0.126	47	0.0	0.1	10.836	B
C-D	150	37			150				
C-A	329	82			329				
C-B	21	5	601	0.035	21	0.0	0.0	6.198	A

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	28	7	647	0.043	28	0.0	0.0	5.811	A
B-AD	8	2	312	0.024	8	0.0	0.0	11.846	B
A-B	11	3			11				
A-C	302	76			302				
A-D	59	15	515	0.115	59	0.1	0.1	7.889	A
D-AB	155	39	565	0.275	155	0.3	0.4	8.771	A
D-BC	57	14	346	0.165	57	0.1	0.2	12.430	B
C-D	179	45			179				
C-A	393	98			393				
C-B	25	6	585	0.042	25	0.0	0.0	6.422	A

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	34	8	624	0.054	34	0.0	0.1	6.099	A
B-AD	9	2	273	0.034	9	0.0	0.0	13.626	B
A-B	13	3			13				
A-C	370	93			370				
A-D	73	18	483	0.150	72	0.1	0.2	8.758	A
D-AB	190	47	524	0.362	189	0.4	0.6	10.715	B
D-BC	70	18	299	0.234	70	0.2	0.3	15.669	C
C-D	219	55			219				
C-A	481	120			481				
C-B	30	8	563	0.054	30	0.0	0.1	6.754	A

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	34	8	624	0.054	34	0.1	0.1	6.100	A
B-AD	9	2	273	0.034	9	0.0	0.0	13.638	B
A-B	13	3			13				
A-C	370	93			370				
A-D	73	18	483	0.150	73	0.2	0.2	8.765	A
D-AB	190	47	524	0.362	190	0.6	0.6	10.771	B
D-BC	70	17	299	0.234	70	0.3	0.3	15.738	C
C-D	219	55			219				
C-A	481	120			481				
C-B	30	8	563	0.054	30	0.1	0.1	6.755	A

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	28	7	647	0.043	28	0.1	0.0	5.814	A
B-AD	8	2	311	0.025	8	0.0	0.0	11.858	B
A-B	11	3			11				
A-C	302	76			302				
A-D	59	15	515	0.115	59	0.2	0.1	7.900	A
D-AB	155	39	564	0.275	156	0.6	0.4	8.829	A
D-BC	57	14	346	0.165	58	0.3	0.2	12.495	B
C-D	179	45			179				
C-A	393	98			393				
C-B	25	6	585	0.042	25	0.1	0.0	6.424	A

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	663	0.035	23	0.0	0.0	5.626	A
B-AD	6	2	339	0.019	6	0.0	0.0	10.828	B
A-B	9	2			9				
A-C	253	63			253				
A-D	50	12	539	0.092	50	0.1	0.1	7.368	A
D-AB	130	32	591	0.220	130	0.4	0.3	7.821	A
D-BC	48	12	379	0.127	48	0.2	0.1	10.897	B
C-D	150	37			150				
C-A	329	82			329				
C-B	21	5	601	0.035	21	0.0	0.0	6.203	A

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

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-CD	0.03	5.29	0.0	A	15	22
B-AD	0.02	8.94	0.0	A	6	9
A-B					0	0
A-C					117	176
A-D	0.01	5.93	0.0	A	4	6
D-AB	0.16	6.61	0.2	A	84	126
D-BC	0.10	8.53	0.1	A	40	60
C-D					16	23
C-A					145	218
C-B	0.00	5.57	0.0	A	0.98	1

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	12	3	711	0.017	12	0.0	0.0	5.152	A
B-AD	5	1	435	0.011	5	0.0	0.0	8.369	A
A-B	0	0			0				
A-C	96	24			96				
A-D	3	0.80	627	0.005	3	0.0	0.0	5.774	A
D-AB	69	17	666	0.103	68	0.0	0.1	6.017	A
D-BC	33	8	493	0.067	33	0.0	0.1	7.807	A
C-D	13	3			13				
C-A	119	30			119				
C-B	0.80	0.20	658	0.001	0.80	0.0	0.0	5.474	A

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	4	705	0.020	14	0.0	0.0	5.211	A
B-AD	6	1	424	0.014	6	0.0	0.0	8.601	A
A-B	0	0			0				
A-C	115	29			115				
A-D	4	0.96	620	0.006	4	0.0	0.0	5.837	A
D-AB	82	21	658	0.125	82	0.1	0.1	6.256	A
D-BC	39	10	484	0.081	39	0.1	0.1	8.095	A
C-D	15	4			15				
C-A	142	36			142				
C-B	0.96	0.24	654	0.001	0.96	0.0	0.0	5.516	A

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	18	4	698	0.025	18	0.0	0.0	5.293	A
B-AD	7	2	410	0.017	7	0.0	0.0	8.942	A
A-B	0	0			0				
A-C	141	35			141				
A-D	5	1	612	0.008	5	0.0	0.0	5.927	A
D-AB	101	25	645	0.156	101	0.1	0.2	6.608	A
D-BC	48	12	470	0.102	48	0.1	0.1	8.522	A
C-D	19	5			19				
C-A	174	44			174				
C-B	1	0.29	647	0.002	1	0.0	0.0	5.574	A

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	18	4	697	0.025	18	0.0	0.0	5.294	A
B-AD	7	2	410	0.017	7	0.0	0.0	8.942	A
A-B	0	0			0				
A-C	141	35			141				
A-D	5	1	612	0.008	5	0.0	0.0	5.927	A
D-AB	101	25	645	0.156	101	0.2	0.2	6.611	A
D-BC	48	12	470	0.102	48	0.1	0.1	8.525	A
C-D	19	5			19				
C-A	174	44			174				
C-B	1	0.29	647	0.002	1	0.0	0.0	5.574	A

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	4	705	0.020	14	0.0	0.0	5.214	A
B-AD	6	1	424	0.014	6	0.0	0.0	8.603	A
A-B	0	0			0				
A-C	115	29			115				
A-D	4	0.96	620	0.006	4	0.0	0.0	5.839	A
D-AB	82	21	657	0.125	82	0.2	0.1	6.261	A
D-BC	39	10	484	0.081	39	0.1	0.1	8.100	A
C-D	15	4			15				
C-A	142	36			142				
C-B	0.96	0.24	654	0.001	0.96	0.0	0.0	5.518	A

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	12	3	710	0.017	12	0.0	0.0	5.154	A
B-AD	5	1	435	0.011	5	0.0	0.0	8.371	A
A-B	0	0			0				
A-C	96	24			96				
A-D	3	0.80	627	0.005	3	0.0	0.0	5.774	A
D-AB	69	17	666	0.103	69	0.1	0.1	6.030	A
D-BC	33	8	493	0.067	33	0.1	0.1	7.819	A
C-D	13	3			13				
C-A	119	30			119				
C-B	0.80	0.20	658	0.001	0.80	0.0	0.0	5.476	A

2024, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.13	6.83	0.2	A	68	102
B-AD	0.05	17.02	0.1	C	10	15
A-B					26	40
A-C					413	620
A-D	0.20	9.80	0.2	A	76	115
D-AB	0.20	9.25	0.3	A	83	124
D-BC	0.23	18.27	0.3	C	50	76
C-D					143	214
C-A					449	673
C-B	0.18	8.39	0.2	A	76	115

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	663	0.084	56	0.0	0.1	5.924	A
B-AD	8	2	299	0.028	8	0.0	0.0	12.380	B
A-B	22	5			22				
A-C	339	85			339				
A-D	63	16	522	0.120	62	0.0	0.1	7.816	A
D-AB	68	17	557	0.122	67	0.0	0.1	7.342	A
D-BC	41	10	351	0.118	41	0.0	0.1	11.580	B
C-D	117	29			117				
C-A	368	92			368				
C-B	63	16	572	0.109	62	0.0	0.1	7.050	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	67	17	640	0.104	67	0.1	0.1	6.273	A
B-AD	10	3	267	0.037	10	0.0	0.0	13.982	B
A-B	26	6			26				
A-C	405	101			405				
A-D	75	19	496	0.151	75	0.1	0.2	8.545	A
D-AB	81	20	530	0.153	81	0.1	0.2	8.008	A
D-BC	49	12	312	0.158	49	0.1	0.2	13.687	B
C-D	140	35			140				
C-A	439	110			439				
C-B	75	19	551	0.136	75	0.1	0.2	7.560	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	82	20	609	0.134	82	0.1	0.2	6.827	A
B-AD	12	3	224	0.055	12	0.0	0.1	16.991	C
A-B	32	8			32				
A-C	496	124			496				
A-D	92	23	459	0.200	91	0.2	0.2	9.789	A
D-AB	99	25	489	0.203	99	0.2	0.3	9.231	A
D-BC	60	15	258	0.234	60	0.2	0.3	18.178	C
C-D	172	43			172				
C-A	538	135			538				
C-B	92	23	521	0.176	91	0.2	0.2	8.376	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	82	20	609	0.134	82	0.2	0.2	6.832	A
B-AD	12	3	224	0.055	12	0.1	0.1	17.016	C
A-B	32	8			32				
A-C	496	124			496				
A-D	92	23	459	0.200	92	0.2	0.2	9.798	A
D-AB	99	25	488	0.204	99	0.3	0.3	9.255	A
D-BC	60	15	257	0.235	60	0.3	0.3	18.271	C
C-D	172	43			172				
C-A	538	135			538				
C-B	92	23	521	0.176	92	0.2	0.2	8.386	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	67	17	640	0.104	67	0.2	0.1	6.282	A
B-AD	10	3	267	0.038	10	0.1	0.0	14.007	B
A-B	26	6			26				
A-C	405	101			405				
A-D	75	19	496	0.151	75	0.2	0.2	8.569	A
D-AB	81	20	530	0.153	81	0.3	0.2	8.034	A
D-BC	49	12	312	0.158	50	0.3	0.2	13.764	B
C-D	140	35			140				
C-A	439	110			439				
C-B	75	19	551	0.136	75	0.2	0.2	7.575	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	662	0.084	56	0.1	0.1	5.937	A
B-AD	8	2	299	0.028	8	0.0	0.0	12.405	B
A-B	22	5			22				
A-C	339	85			339				
A-D	63	16	522	0.120	63	0.2	0.1	7.843	A
D-AB	68	17	557	0.122	68	0.2	0.1	7.372	A
D-BC	41	10	351	0.118	42	0.2	0.1	11.652	B
C-D	117	29			117				
C-A	368	92			368				
C-B	63	16	572	0.110	63	0.2	0.1	7.068	A

2024, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.18	7.82	0.2	A	85	127
B-AD	0.14	16.00	0.2	C	31	46
A-B					11	16
A-C					380	570
A-D	0.03	6.94	0.0	A	15	22
D-AB	0.46	14.79	0.8	B	175	263
D-BC	0.56	25.99	1.2	D	146	219
C-D					40	60
C-A					356	535
C-B	0.05	6.74	0.1	A	23	34

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	17	610	0.114	69	0.0	0.1	6.648	A
B-AD	25	6	334	0.076	25	0.0	0.1	11.651	B
A-B	9	2			9				
A-C	312	78			312				
A-D	12	3	575	0.021	12	0.0	0.0	6.396	A
D-AB	144	36	586	0.245	143	0.0	0.3	8.091	A
D-BC	120	30	405	0.296	118	0.0	0.4	12.493	B
C-D	33	8			33				
C-A	292	73			292				
C-B	18	5	600	0.031	18	0.0	0.0	6.188	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	590	0.141	83	0.1	0.2	7.093	A
B-AD	30	8	304	0.099	30	0.1	0.1	13.153	B
A-B	11	3			11				
A-C	372	93			372				
A-D	14	4	559	0.026	14	0.0	0.0	6.614	A
D-AB	172	43	541	0.317	171	0.3	0.5	9.708	A
D-BC	143	36	369	0.387	142	0.4	0.6	15.805	C
C-D	39	10			39				
C-A	349	87			349				
C-B	22	6	584	0.038	22	0.0	0.0	6.408	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	25	562	0.181	102	0.2	0.2	7.812	A
B-AD	37	9	262	0.140	37	0.1	0.2	15.940	C
A-B	13	3			13				
A-C	456	114			456				
A-D	18	4	536	0.033	18	0.0	0.0	6.941	A
D-AB	210	53	457	0.460	209	0.5	0.8	14.404	B
D-BC	175	44	314	0.558	173	0.6	1.2	25.107	D
C-D	48	12			48				
C-A	428	107			428				
C-B	27	7	561	0.048	27	0.0	0.1	6.735	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	102	25	562	0.181	102	0.2	0.2	7.825	A
B-AD	37	9	262	0.141	37	0.2	0.2	16.002	C
A-B	13	3			13				
A-C	456	114			456				
A-D	18	4	536	0.033	18	0.0	0.0	6.941	A
D-AB	210	53	453	0.464	210	0.8	0.8	14.795	B
D-BC	175	44	313	0.559	175	1.2	1.2	25.988	D
C-D	48	12			48				
C-A	428	107			428				
C-B	27	7	561	0.048	27	0.1	0.1	6.735	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	590	0.141	83	0.2	0.2	7.109	A
B-AD	30	8	303	0.099	30	0.2	0.1	13.216	B
A-B	11	3			11				
A-C	372	93			372				
A-D	14	4	559	0.026	14	0.0	0.0	6.615	A
D-AB	172	43	538	0.319	173	0.8	0.5	9.915	A
D-BC	143	36	368	0.388	145	1.2	0.7	16.286	C
C-D	39	10			39				
C-A	349	87			349				
C-B	22	6	584	0.038	22	0.1	0.0	6.409	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	17	610	0.114	70	0.2	0.1	6.672	A
B-AD	25	6	333	0.076	25	0.1	0.1	11.701	B
A-B	9	2			9				
A-C	312	78			312				
A-D	12	3	575	0.021	12	0.0	0.0	6.397	A
D-AB	144	36	584	0.246	144	0.5	0.3	8.204	A
D-BC	120	30	404	0.296	121	0.7	0.4	12.734	B
C-D	33	8			33				
C-A	292	73			292				
C-B	18	5	600	0.031	19	0.0	0.0	6.191	A

2024, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

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-CD	0.10	7.19	0.1	A	48	71
B-AD	0.13	15.08	0.1	C	29	43
A-B					25	38
A-C					408	613
A-D	0.10	8.27	0.1	A	41	62
D-AB	0.17	8.03	0.2	A	76	113
D-BC	0.16	14.55	0.2	B	39	59
C-D					112	167
C-A					403	604
C-B	0.15	9.23	0.2	A	58	87

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	609	0.064	39	0.0	0.1	6.313	A
B-AD	24	6	348	0.068	23	0.0	0.1	11.065	B
A-B	21	5			21				
A-C	335	84			335				
A-D	34	8	540	0.063	33	0.0	0.1	7.109	A
D-AB	62	15	596	0.104	61	0.0	0.1	6.731	A
D-BC	32	8	375	0.086	32	0.0	0.1	10.488	B
C-D	92	23			92				
C-A	330	83			330				
C-B	47	12	499	0.095	47	0.0	0.1	7.959	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	12	588	0.079	47	0.1	0.1	6.652	A
B-AD	28	7	317	0.089	28	0.1	0.1	12.466	B
A-B	25	6			25				
A-C	400	100			400				
A-D	40	10	516	0.078	40	0.1	0.1	7.559	A
D-AB	74	18	573	0.129	74	0.1	0.1	7.214	A
D-BC	38	10	341	0.112	38	0.1	0.1	11.884	B
C-D	109	27			109				
C-A	394	99			394				
C-B	57	14	482	0.117	56	0.1	0.1	8.452	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	57	14	558	0.102	57	0.1	0.1	7.184	A
B-AD	35	9	273	0.127	34	0.1	0.1	15.069	C
A-B	31	8			31				
A-C	490	123			490				
A-D	49	12	485	0.102	49	0.1	0.1	8.267	A
D-AB	91	23	539	0.168	90	0.1	0.2	8.023	A
D-BC	47	12	294	0.159	47	0.1	0.2	14.516	B
C-D	134	33			134				
C-A	483	121			483				
C-B	69	17	460	0.151	69	0.1	0.2	9.219	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	57	14	558	0.102	57	0.1	0.1	7.191	A
B-AD	35	9	273	0.127	35	0.1	0.1	15.084	C
A-B	31	8			31				
A-C	490	123			490				
A-D	49	12	485	0.102	49	0.1	0.1	8.272	A
D-AB	91	23	539	0.168	91	0.2	0.2	8.033	A
D-BC	47	12	294	0.159	47	0.2	0.2	14.550	B
C-D	134	33			134				
C-A	483	121			483				
C-B	69	17	459	0.151	69	0.2	0.2	9.227	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	12	587	0.079	47	0.1	0.1	6.663	A
B-AD	28	7	317	0.089	28	0.1	0.1	12.492	B
A-B	25	6			25				
A-C	400	100			400				
A-D	40	10	516	0.078	40	0.1	0.1	7.567	A
D-AB	74	18	572	0.129	74	0.2	0.1	7.229	A
D-BC	38	10	341	0.112	39	0.2	0.1	11.919	B
C-D	109	27			109				
C-A	394	99			394				
C-B	57	14	482	0.117	57	0.2	0.1	8.463	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	608	0.064	39	0.1	0.1	6.329	A
B-AD	24	6	348	0.068	24	0.1	0.1	11.096	B
A-B	21	5			21				
A-C	335	84			335				
A-D	34	8	539	0.063	34	0.1	0.1	7.123	A
D-AB	62	15	596	0.104	62	0.1	0.1	6.752	A
D-BC	32	8	374	0.086	32	0.1	0.1	10.525	B
C-D	92	23			92				
C-A	330	83			330				
C-B	47	12	499	0.095	48	0.1	0.1	7.979	A

2024, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

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-CD	0.01	6.54	0.0	A	5	7
B-AD	0.02	11.38	0.0	B	6	9
A-B					3	4
A-C					375	563
A-D	0.09	7.38	0.1	A	38	57
D-AB	0.24	8.41	0.3	A	110	165
D-BC	0.17	12.70	0.2	B	49	74
C-D					65	97
C-A					360	541
C-B	0.02	6.62	0.0	A	10	15

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	592	0.007	4	0.0	0.0	6.124	A
B-AD	5	1	394	0.012	5	0.0	0.0	9.258	A
A-B	2	0.60			2				
A-C	308	77			308				
A-D	31	8	573	0.055	31	0.0	0.1	6.642	A
D-AB	90	23	612	0.148	90	0.0	0.2	6.891	A
D-BC	41	10	407	0.100	40	0.0	0.1	9.798	A
C-D	53	13			53				
C-A	296	74			296				
C-B	8	2	596	0.013	8	0.0	0.0	6.124	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	1	577	0.008	5	0.0	0.0	6.294	A
B-AD	6	1	364	0.016	6	0.0	0.0	10.046	B
A-B	3	0.72			3				
A-C	367	92			367				
A-D	37	9	556	0.067	37	0.1	0.1	6.937	A
D-AB	108	27	591	0.183	108	0.2	0.2	7.450	A
D-BC	48	12	380	0.127	48	0.1	0.1	10.835	B
C-D	63	16			63				
C-A	353	88			353				
C-B	10	2	579	0.017	10	0.0	0.0	6.324	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	556	0.011	6	0.0	0.0	6.544	A
B-AD	7	2	324	0.022	7	0.0	0.0	11.375	B
A-B	4	0.88			4				
A-C	450	113			450				
A-D	46	11	533	0.086	46	0.1	0.1	7.383	A
D-AB	132	33	561	0.236	132	0.2	0.3	8.391	A
D-BC	59	15	343	0.173	59	0.1	0.2	12.671	B
C-D	78	19			78				
C-A	432	108			432				
C-B	12	3	555	0.021	12	0.0	0.0	6.622	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	556	0.011	6	0.0	0.0	6.545	A
B-AD	7	2	323	0.022	7	0.0	0.0	11.378	B
A-B	4	0.88			4				
A-C	450	113			450				
A-D	46	11	533	0.086	46	0.1	0.1	7.383	A
D-AB	132	33	560	0.236	132	0.3	0.3	8.407	A
D-BC	59	15	343	0.173	59	0.2	0.2	12.695	B
C-D	78	19			78				
C-A	432	108			432				
C-B	12	3	555	0.021	12	0.0	0.0	6.622	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	1	576	0.008	5	0.0	0.0	6.296	A
B-AD	6	1	364	0.016	6	0.0	0.0	10.049	B
A-B	3	0.72			3				
A-C	367	92			367				
A-D	37	9	556	0.067	38	0.1	0.1	6.942	A
D-AB	108	27	591	0.183	108	0.3	0.2	7.469	A
D-BC	48	12	380	0.127	49	0.2	0.1	10.862	B
C-D	63	16			63				
C-A	353	88			353				
C-B	10	2	579	0.017	10	0.0	0.0	6.327	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	591	0.007	4	0.0	0.0	6.127	A
B-AD	5	1	393	0.012	5	0.0	0.0	9.264	A
A-B	2	0.60			2				
A-C	308	77			308				
A-D	31	8	573	0.055	31	0.1	0.1	6.649	A
D-AB	90	23	611	0.148	91	0.2	0.2	6.917	A
D-BC	41	10	407	0.100	41	0.1	0.1	9.835	A
C-D	53	13			53				
C-A	296	74			296				
C-B	8	2	596	0.013	8	0.0	0.0	6.128	A

2024 + Dev, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D17 - 2024 + Dev, Weekday AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

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-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-B					8	11
A-C					607	911
A-D	0.08	9.71	0.1	A	27	40
D-AB	0.12	9.45	0.1	A	40	60
D-BC	0.14	20.84	0.2	C	26	39
C-D					106	159
C-A					712	1068
C-B	0.03	7.59	0.0	A	10	15

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	401	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	316	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	504	126			504				
A-D	22	5	476	0.046	22	0.0	0.0	7.917	A
D-AB	19	5	496	0.038	19	0.0	0.0	7.543	A
D-BC	35	9	307	0.115	35	0.0	0.1	13.218	B
C-D	82	21			82				
C-A	597	149			597				
C-B	0	0	550	0.000	0	0.0	0.0	0.000	A

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	358	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	272	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	594	148			594				
A-D	26	6	445	0.058	26	0.0	0.1	8.596	A
D-AB	42	10	481	0.087	42	0.0	0.1	8.197	A
D-BC	23	6	260	0.088	23	0.1	0.1	15.204	C
C-D	105	26			105				
C-A	695	174			695				
C-B	11	3	524	0.021	11	0.0	0.0	7.022	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	296	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	212	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	727	182			727				
A-D	32	8	402	0.079	32	0.1	0.1	9.711	A
D-AB	51	13	432	0.118	51	0.1	0.1	9.441	A
D-BC	28	7	201	0.140	28	0.1	0.2	20.787	C
C-D	128	32			128				
C-A	851	213			851				
C-B	14	3	488	0.028	14	0.0	0.0	7.589	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	296	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	212	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	727	182			727				
A-D	32	8	402	0.079	32	0.1	0.1	9.715	A
D-AB	51	13	432	0.119	51	0.1	0.1	9.454	A
D-BC	28	7	201	0.140	28	0.2	0.2	20.840	C
C-D	128	32			128				
C-A	851	213			851				
C-B	14	3	488	0.028	14	0.0	0.0	7.590	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	358	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	271	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	594	148			594				
A-D	26	6	445	0.058	26	0.1	0.1	8.603	A
D-AB	42	10	480	0.087	42	0.1	0.1	8.211	A
D-BC	23	6	260	0.088	23	0.2	0.1	15.217	C
C-D	105	26			105				
C-A	695	174			695				
C-B	11	3	524	0.021	11	0.0	0.0	7.026	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	401	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	314	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	497	124			497				
A-D	22	5	475	0.046	22	0.1	0.0	7.940	A
D-AB	35	9	514	0.068	35	0.1	0.1	7.517	A
D-BC	19	5	303	0.064	19	0.1	0.1	12.711	B
C-D	88	22			88				
C-A	582	145			582				
C-B	9	2	550	0.017	9	0.0	0.0	6.665	A

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

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-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					526	789
A-D	0.07	8.46	0.1	A	26	39
D-AB	0.17	11.11	0.2	B	55	83
D-BC	0.45	25.65	0.8	D	97	146
C-D					134	201
C-A					575	863
C-B	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	433	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	345	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	431	108			431				
A-D	21	5	520	0.041	21	0.0	0.0	7.207	A
D-AB	45	11	505	0.089	45	0.0	0.1	7.815	A
D-BC	80	20	345	0.231	79	0.0	0.3	13.459	B
C-D	110	27			110				
C-A	472	118			472				
C-B	0	0	569	0.000	0	0.0	0.0	0.000	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	398	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	308	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	515	129			515				
A-D	25	6	494	0.051	25	0.0	0.1	7.684	A
D-AB	54	13	464	0.116	54	0.1	0.1	8.767	A
D-BC	95	24	308	0.309	95	0.3	0.4	16.812	C
C-D	131	33			131				
C-A	564	141			564				
C-B	0	0	547	0.000	0	0.0	0.0	0.000	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	349	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	631	158			631				
A-D	31	8	457	0.068	31	0.1	0.1	8.454	A
D-AB	66	17	392	0.168	66	0.1	0.2	11.021	B
D-BC	117	29	257	0.454	115	0.4	0.8	25.170	D
C-D	161	40			161				
C-A	690	173			690				
C-B	0	0	517	0.000	0	0.0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	348	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	631	158			631				
A-D	31	8	457	0.068	31	0.1	0.1	8.456	A
D-AB	66	17	390	0.169	66	0.2	0.2	11.111	B
D-BC	117	29	257	0.454	117	0.8	0.8	25.645	D
C-D	161	40			161				
C-A	690	173			690				
C-B	0	0	517	0.000	0	0.0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	398	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	308	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	515	129			515				
A-D	25	6	494	0.051	25	0.1	0.1	7.688	A
D-AB	54	13	462	0.117	54	0.2	0.1	8.831	A
D-BC	95	24	308	0.309	97	0.8	0.5	17.126	C
C-D	131	33			131				
C-A	564	141			564				
C-B	0	0	547	0.000	0	0.0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	433	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	345	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	431	108			431				
A-D	21	5	520	0.041	21	0.1	0.0	7.211	A
D-AB	45	11	504	0.090	45	0.1	0.1	7.857	A
D-BC	80	20	345	0.231	80	0.5	0.3	13.638	B
C-D	110	27			110				
C-A	472	118			472				
C-B	0	0	569	0.000	0	0.0	0.0	0.000	A

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	5.89	0.0	A	19	29
B-AD	0.00	14.89	0.0	B	0.92	1
A-B					0.92	1
A-C					362	544
A-D	0.23	10.14	0.3	B	89	134
D-AB	0.27	16.23	0.4	C	67	100
D-BC	0.69	39.28	2.0	E	163	245
C-D					208	312
C-A					463	695
C-B	0.04	6.96	0.0	A	17	26

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	682	0.023	16	0.0	0.0	5.403	A
B-AD	0.75	0.19	308	0.002	0.74	0.0	0.0	11.697	B
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	73	18	524	0.139	72	0.0	0.2	7.963	A
D-AB	55	14	500	0.110	54	0.0	0.1	8.073	A
D-BC	134	34	377	0.356	132	0.0	0.5	14.575	B
C-D	171	43			171				
C-A	380	95			380				
C-B	14	4	584	0.024	14	0.0	0.0	6.315	A

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	662	0.029	19	0.0	0.0	5.595	A
B-AD	0.90	0.22	281	0.003	0.90	0.0	0.0	12.856	B
A-B	0.90	0.22			0.90				
A-C	355	89			355				
A-D	87	22	498	0.175	87	0.2	0.2	8.759	A
D-AB	66	16	439	0.149	65	0.1	0.2	9.630	A
D-BC	160	40	339	0.471	159	0.5	0.9	19.773	C
C-D	204	51			204				
C-A	454	113			454				
C-B	17	4	565	0.030	17	0.0	0.0	6.571	A

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	634	0.036	23	0.0	0.0	5.892	A
B-AD	1	0.28	243	0.005	1	0.0	0.0	14.887	B
A-B	1	0.28			1				
A-C	435	109			435				
A-D	107	27	462	0.231	106	0.2	0.3	10.123	B
D-AB	80	20	311	0.258	80	0.2	0.3	15.489	C
D-BC	196	49	286	0.684	192	0.9	1.9	36.437	E
C-D	250	62			250				
C-A	556	139			556				
C-B	21	5	538	0.039	21	0.0	0.0	6.958	A

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	634	0.036	23	0.0	0.0	5.893	A
B-AD	1	0.28	243	0.005	1	0.0	0.0	14.891	B
A-B	1	0.28			1				
A-C	435	109			435				
A-D	107	27	462	0.231	107	0.3	0.3	10.143	B
D-AB	80	20	302	0.266	80	0.3	0.4	16.233	C
D-BC	196	49	286	0.685	196	1.9	2.0	39.279	E
C-D	250	62			250				
C-A	556	139			556				
C-B	21	5	538	0.039	21	0.0	0.0	6.960	A

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	662	0.029	19	0.0	0.0	5.596	A
B-AD	0.90	0.22	281	0.003	0.90	0.0	0.0	12.863	B
A-B	0.90	0.22			0.90				
A-C	355	89			355				
A-D	87	22	498	0.175	88	0.3	0.2	8.783	A
D-AB	66	16	431	0.152	66	0.4	0.2	9.889	A
D-BC	160	40	339	0.472	164	2.0	0.9	21.081	C
C-D	204	51			204				
C-A	454	113			454				
C-B	17	4	565	0.030	17	0.0	0.0	6.577	A

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	682	0.023	16	0.0	0.0	5.404	A
B-AD	0.75	0.19	308	0.002	0.76	0.0	0.0	11.706	B
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	73	18	524	0.139	73	0.2	0.2	7.992	A
D-AB	55	14	496	0.111	55	0.2	0.1	8.164	A
D-BC	134	34	376	0.356	135	0.9	0.6	15.023	C
C-D	171	43			171				
C-A	380	95			380				
C-B	14	4	584	0.025	14	0.0	0.0	6.322	A

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

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-CD	0.13	6.10	0.2	A	75	112
B-AD	0.08	10.51	0.1	B	23	35
A-B					7	11
A-C					146	219
A-D	0.01	6.04	0.0	A	6	10
D-AB	0.25	8.31	0.3	A	119	179
D-BC	0.36	12.31	0.6	B	138	206
C-D					16	23
C-A					158	237
C-B	0.02	5.80	0.0	A	12	18

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	701	0.088	61	0.0	0.1	5.620	A
B-AD	19	5	406	0.047	19	0.0	0.0	9.290	A
A-B	6	2			6				
A-C	120	30			120				
A-D	5	1	621	0.008	5	0.0	0.0	5.844	A
D-AB	98	24	633	0.155	97	0.0	0.2	6.709	A
D-BC	113	28	498	0.227	112	0.0	0.3	9.291	A
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	650	0.015	10	0.0	0.0	5.619	A

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	692	0.106	73	0.1	0.1	5.814	A
B-AD	23	6	391	0.058	23	0.0	0.1	9.769	A
A-B	7	2			7				
A-C	143	36			143				
A-D	6	2	614	0.010	6	0.0	0.0	5.923	A
D-AB	117	29	612	0.191	117	0.2	0.2	7.271	A
D-BC	135	34	482	0.280	134	0.3	0.4	10.356	B
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	644	0.018	12	0.0	0.0	5.693	A

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	680	0.132	90	0.1	0.2	6.093	A
B-AD	28	7	371	0.075	28	0.1	0.1	10.499	B
A-B	9	2			9				
A-C	175	44			175				
A-D	8	2	604	0.013	8	0.0	0.0	6.036	A
D-AB	143	36	577	0.248	143	0.2	0.3	8.288	A
D-BC	165	41	458	0.361	164	0.4	0.6	12.254	B
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	635	0.023	14	0.0	0.0	5.798	A

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	680	0.132	90	0.2	0.2	6.096	A
B-AD	28	7	371	0.075	28	0.1	0.1	10.507	B
A-B	9	2			9				
A-C	175	44			175				
A-D	8	2	604	0.013	8	0.0	0.0	6.036	A
D-AB	143	36	576	0.248	143	0.3	0.3	8.313	A
D-BC	165	41	457	0.361	165	0.6	0.6	12.314	B
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	635	0.023	14	0.0	0.0	5.798	A

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	692	0.106	73	0.2	0.1	5.818	A
B-AD	23	6	391	0.058	23	0.1	0.1	9.781	A
A-B	7	2			7				
A-C	143	36			143				
A-D	6	2	614	0.010	6	0.0	0.0	5.926	A
D-AB	117	29	611	0.191	117	0.3	0.2	7.299	A
D-BC	135	34	482	0.280	136	0.6	0.4	10.420	B
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	644	0.018	12	0.0	0.0	5.695	A

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	701	0.088	61	0.1	0.1	5.633	A
B-AD	19	5	406	0.047	19	0.1	0.1	9.306	A
A-B	6	2			6				
A-C	120	30			120				
A-D	5	1	621	0.008	5	0.0	0.0	5.847	A
D-AB	98	24	632	0.155	98	0.2	0.2	6.743	A
D-BC	113	28	498	0.227	113	0.4	0.3	9.370	A
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	650	0.015	10	0.0	0.0	5.622	A

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	6.10	0.0	A	19	29
B-AD	0.00	15.02	0.0	C	0.92	1
A-B					0.92	1
A-C					431	647
A-D	0.17	9.08	0.2	A	70	105
D-AB	0.12	8.98	0.1	A	48	72
D-BC	0.33	18.62	0.5	C	81	121
C-D					138	206
C-A					464	696
C-B	0.04	7.13	0.0	A	17	26

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	667	0.024	16	0.0	0.0	5.525	A
B-AD	0.75	0.19	307	0.002	0.74	0.0	0.0	11.753	B
A-B	0.75	0.19			0.75				
A-C	354	88			354				
A-D	57	14	536	0.107	57	0.0	0.1	7.499	A
D-AB	39	10	539	0.073	39	0.0	0.1	7.186	A
D-BC	66	17	375	0.177	65	0.0	0.2	11.587	B
C-D	113	28			113				
C-A	381	95			381				
C-B	14	4	576	0.025	14	0.0	0.0	6.410	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	645	0.029	19	0.0	0.0	5.750	A
B-AD	0.90	0.22	279	0.003	0.90	0.0	0.0	12.934	B
A-B	0.90	0.22			0.90				
A-C	423	106			423				
A-D	68	17	513	0.133	68	0.1	0.2	8.095	A
D-AB	47	12	509	0.092	47	0.1	0.1	7.787	A
D-BC	79	20	340	0.233	79	0.2	0.3	13.784	B
C-D	135	34			135				
C-A	455	114			455				
C-B	17	4	555	0.031	17	0.0	0.0	6.693	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	613	0.038	23	0.0	0.0	6.101	A
B-AD	1	0.28	241	0.005	1	0.0	0.0	15.016	C
A-B	1	0.28			1				
A-C	517	129			517				
A-D	84	21	480	0.174	83	0.2	0.2	9.073	A
D-AB	57	14	459	0.125	57	0.1	0.1	8.951	A
D-BC	97	24	290	0.334	96	0.3	0.5	18.476	C
C-D	165	41			165				
C-A	557	139			557				
C-B	21	5	526	0.040	21	0.0	0.0	7.126	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	613	0.038	23	0.0	0.0	6.102	A
B-AD	1	0.28	241	0.005	1	0.0	0.0	15.019	C
A-B	1	0.28			1				
A-C	517	129			517				
A-D	84	21	480	0.174	84	0.2	0.2	9.082	A
D-AB	57	14	458	0.125	57	0.1	0.1	8.977	A
D-BC	97	24	290	0.334	97	0.5	0.5	18.620	C
C-D	165	41			165				
C-A	557	139			557				
C-B	21	5	526	0.040	21	0.0	0.0	7.128	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	645	0.029	19	0.0	0.0	5.751	A
B-AD	0.90	0.22	279	0.003	0.90	0.0	0.0	12.940	B
A-B	0.90	0.22			0.90				
A-C	423	106			423				
A-D	68	17	513	0.133	69	0.2	0.2	8.110	A
D-AB	47	12	508	0.092	47	0.1	0.1	7.814	A
D-BC	79	20	340	0.233	80	0.5	0.3	13.901	B
C-D	135	34			135				
C-A	455	114			455				
C-B	17	4	555	0.031	17	0.0	0.0	6.696	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	667	0.024	16	0.0	0.0	5.526	A
B-AD	0.75	0.19	307	0.002	0.76	0.0	0.0	11.758	B
A-B	0.75	0.19			0.75				
A-C	354	88			354				
A-D	57	14	536	0.107	57	0.2	0.1	7.519	A
D-AB	39	10	539	0.073	39	0.1	0.1	7.213	A
D-BC	66	17	375	0.177	67	0.3	0.2	11.684	B
C-D	113	28			113				
C-A	381	95			381				
C-B	14	4	576	0.025	14	0.0	0.0	6.413	A

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.16	7.56	0.2	A	75	112
B-AD	0.11	15.20	0.1	C	23	35
A-B					7	11
A-C					402	603
A-D	0.03	7.02	0.0	A	14	21
D-AB	0.37	13.91	0.6	B	128	193
D-BC	0.59	26.61	1.4	D	163	245
C-D					64	96
C-A					372	557
C-B	0.03	6.64	0.0	A	12	18

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	614	0.100	61	0.0	0.1	6.495	A
B-AD	19	5	334	0.057	19	0.0	0.1	11.430	B
A-B	6	2			6				
A-C	330	82			330				
A-D	11	3	570	0.020	11	0.0	0.0	6.441	A
D-AB	105	26	558	0.189	104	0.0	0.2	7.918	A
D-BC	134	34	417	0.321	132	0.0	0.5	12.566	B
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	596	0.016	10	0.0	0.0	6.135	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	594	0.123	73	0.1	0.1	6.904	A
B-AD	23	6	305	0.075	23	0.1	0.1	12.760	B
A-B	7	2			7				
A-C	394	98			394				
A-D	13	3	553	0.024	13	0.0	0.0	6.671	A
D-AB	126	31	510	0.247	125	0.2	0.3	9.355	A
D-BC	160	40	382	0.418	159	0.5	0.7	16.045	C
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	580	0.020	12	0.0	0.0	6.337	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	566	0.159	90	0.1	0.2	7.547	A
B-AD	28	7	265	0.105	28	0.1	0.1	15.158	C
A-B	9	2			9				
A-C	482	121			482				
A-D	17	4	529	0.031	16	0.0	0.0	7.018	A
D-AB	154	39	417	0.370	153	0.3	0.6	13.585	B
D-BC	196	49	331	0.592	193	0.7	1.4	25.649	D
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	556	0.026	14	0.0	0.0	6.640	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	566	0.159	90	0.2	0.2	7.557	A
B-AD	28	7	265	0.105	28	0.1	0.1	15.202	C
A-B	9	2			9				
A-C	482	121			482				
A-D	17	4	529	0.031	17	0.0	0.0	7.018	A
D-AB	154	39	413	0.374	154	0.6	0.6	13.914	B
D-BC	196	49	331	0.593	196	1.4	1.4	26.614	D
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	556	0.026	14	0.0	0.0	6.640	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	594	0.123	74	0.2	0.1	6.917	A
B-AD	23	6	304	0.075	23	0.1	0.1	12.805	B
A-B	7	2			7				
A-C	394	98			394				
A-D	13	3	553	0.024	14	0.0	0.0	6.674	A
D-AB	126	31	506	0.249	127	0.6	0.3	9.527	A
D-BC	160	40	382	0.419	163	1.4	0.7	16.588	C
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	580	0.020	12	0.0	0.0	6.338	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	614	0.100	62	0.1	0.1	6.520	A
B-AD	19	5	333	0.057	19	0.1	0.1	11.468	B
A-B	6	2			6				
A-C	330	82			330				
A-D	11	3	570	0.020	11	0.0	0.0	6.441	A
D-AB	105	26	556	0.190	106	0.3	0.2	8.010	A
D-BC	134	34	417	0.322	135	0.7	0.5	12.833	B
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	596	0.016	10	0.0	0.0	6.136	A

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	5.91	0.0	A	19	29
B-AD	0.00	15.29	0.0	C	0.92	1
A-B					0.92	1
A-C					364	546
A-D	0.26	10.74	0.4	B	100	150
D-AB	0.31	19.17	0.4	C	71	106
D-BC	0.73	46.33	2.4	E	166	249
C-D					217	326
C-A					477	716
C-B	0.04	7.03	0.0	A	17	26

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	681	0.023	16	0.0	0.0	5.412	A
B-AD	0.75	0.19	304	0.002	0.74	0.0	0.0	11.862	B
A-B	0.75	0.19			0.75				
A-C	299	75			299				
A-D	82	21	519	0.158	81	0.0	0.2	8.203	A
D-AB	58	14	494	0.117	57	0.0	0.1	8.238	A
D-BC	136	34	370	0.369	134	0.0	0.6	15.141	C
C-D	178	45			178				
C-A	391	98			391				
C-B	14	4	581	0.025	14	0.0	0.0	6.355	A

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	661	0.029	19	0.0	0.0	5.608	A
B-AD	0.90	0.22	276	0.003	0.90	0.0	0.0	13.095	B
A-B	0.90	0.22			0.90				
A-C	357	89			357				
A-D	98	24	492	0.199	98	0.2	0.2	9.114	A
D-AB	69	17	428	0.162	69	0.1	0.2	10.016	B
D-BC	163	41	331	0.492	161	0.6	0.9	21.059	C
C-D	213	53			213				
C-A	467	117			467				
C-B	17	4	561	0.030	17	0.0	0.0	6.623	A

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	632	0.037	23	0.0	0.0	5.912	A
B-AD	1	0.28	237	0.005	1	0.0	0.0	15.283	C
A-B	1	0.28			1				
A-C	437	109			437				
A-D	120	30	455	0.264	120	0.2	0.4	10.711	B
D-AB	85	21	285	0.297	84	0.2	0.4	17.789	C
D-BC	199	50	275	0.724	194	0.9	2.3	41.800	E
C-D	261	65			261				
C-A	573	143			573				
C-B	21	5	533	0.039	21	0.0	0.0	7.029	A

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	632	0.037	23	0.0	0.0	5.913	A
B-AD	1	0.28	237	0.005	1	0.0	0.0	15.289	C
A-B	1	0.28			1				
A-C	437	109			437				
A-D	120	30	455	0.264	120	0.4	0.4	10.739	B
D-AB	85	21	272	0.311	85	0.4	0.4	19.168	C
D-BC	199	50	275	0.725	199	2.3	2.4	46.331	E
C-D	261	65			261				
C-A	573	143			573				
C-B	21	5	533	0.039	21	0.0	0.0	7.031	A

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	661	0.029	19	0.0	0.0	5.611	A
B-AD	0.90	0.22	276	0.003	0.90	0.0	0.0	13.104	B
A-B	0.90	0.22			0.90				
A-C	357	89			357				
A-D	98	24	492	0.199	98	0.4	0.3	9.147	A
D-AB	69	17	418	0.166	70	0.4	0.2	10.390	B
D-BC	163	41	330	0.493	168	2.4	1.0	22.917	C
C-D	213	53			213				
C-A	467	117			467				
C-B	17	4	560	0.030	17	0.0	0.0	6.626	A

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	681	0.023	16	0.0	0.0	5.414	A
B-AD	0.75	0.19	304	0.002	0.76	0.0	0.0	11.870	B
A-B	0.75	0.19			0.75				
A-C	299	75			299				
A-D	82	21	519	0.158	82	0.3	0.2	8.242	A
D-AB	58	14	490	0.118	58	0.2	0.1	8.347	A
D-BC	136	34	369	0.369	138	1.0	0.6	15.675	C
C-D	178	45			178				
C-A	391	98			391				
C-B	14	4	580	0.025	14	0.0	0.0	6.362	A

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

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-CD	0.13	6.11	0.2	A	75	112
B-AD	0.08	10.83	0.1	B	23	35
A-B					7	11
A-C					148	222
A-D	0.01	6.05	0.0	A	7	11
D-AB	0.32	9.56	0.5	A	149	223
D-BC	0.42	14.02	0.7	B	158	237
C-D					16	23
C-A					158	237
C-B	0.02	5.81	0.0	A	12	18

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	701	0.088	61	0.0	0.1	5.624	A
B-AD	19	5	399	0.048	19	0.0	0.0	9.455	A
A-B	6	2			6				
A-C	121	30			121				
A-D	6	2	621	0.010	6	0.0	0.0	5.851	A
D-AB	122	30	627	0.195	121	0.0	0.2	7.105	A
D-BC	129	32	493	0.263	128	0.0	0.4	9.837	A
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	650	0.015	10	0.0	0.0	5.625	A

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	692	0.106	73	0.1	0.1	5.821	A
B-AD	23	6	383	0.060	23	0.0	0.1	9.990	A
A-B	7	2			7				
A-C	145	36			145				
A-D	7	2	614	0.012	7	0.0	0.0	5.932	A
D-AB	146	36	600	0.243	145	0.2	0.3	7.908	A
D-BC	155	39	474	0.326	154	0.4	0.5	11.219	B
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	643	0.018	12	0.0	0.0	5.700	A

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	679	0.132	90	0.1	0.2	6.103	A
B-AD	28	7	361	0.078	28	0.1	0.1	10.817	B
A-B	9	2			9				
A-C	177	44			177				
A-D	9	2	604	0.015	9	0.0	0.0	6.047	A
D-AB	178	45	556	0.321	178	0.3	0.5	9.506	A
D-BC	189	47	446	0.424	188	0.5	0.7	13.904	B
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	634	0.023	14	0.0	0.0	5.806	A

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	679	0.132	90	0.2	0.2	6.107	A
B-AD	28	7	360	0.078	28	0.1	0.1	10.827	B
A-B	9	2			9				
A-C	177	44			177				
A-D	9	2	604	0.015	9	0.0	0.0	6.047	A
D-AB	178	45	555	0.321	178	0.5	0.5	9.562	A
D-BC	189	47	446	0.425	189	0.7	0.7	14.017	B
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	634	0.023	14	0.0	0.0	5.806	A

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	691	0.106	73	0.2	0.1	5.825	A
B-AD	23	6	383	0.060	23	0.1	0.1	10.004	B
A-B	7	2			7				
A-C	145	36			145				
A-D	7	2	614	0.012	7	0.0	0.0	5.935	A
D-AB	146	36	599	0.243	146	0.5	0.3	7.960	A
D-BC	155	39	474	0.326	156	0.7	0.5	11.327	B
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	643	0.018	12	0.0	0.0	5.702	A

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	700	0.088	62	0.1	0.1	5.638	A
B-AD	19	5	399	0.048	19	0.1	0.1	9.477	A
A-B	6	2			6				
A-C	121	30			121				
A-D	6	2	621	0.010	6	0.0	0.0	5.852	A
D-AB	122	30	625	0.195	122	0.3	0.2	7.159	A
D-BC	129	32	492	0.263	130	0.5	0.4	9.946	A
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	650	0.015	10	0.0	0.0	5.625	A

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	6.12	0.0	A	19	29
B-AD	0.00	15.43	0.0	C	0.92	1
A-B					0.92	1
A-C					433	650
A-D	0.20	9.56	0.3	A	81	121
D-AB	0.14	9.32	0.2	A	51	77
D-BC	0.36	20.04	0.5	C	84	125
C-D					147	220
C-A					478	717
C-B	0.04	7.20	0.0	A	17	26

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	666	0.024	16	0.0	0.0	5.534	A
B-AD	0.75	0.19	303	0.002	0.74	0.0	0.0	11.920	B
A-B	0.75	0.19			0.75				
A-C	355	89			355				
A-D	66	17	532	0.125	66	0.0	0.1	7.711	A
D-AB	42	11	538	0.078	42	0.0	0.1	7.257	A
D-BC	69	17	387	0.177	68	0.0	0.2	11.233	B
C-D	120	30			120				
C-A	392	98			392				
C-B	14	4	572	0.025	14	0.0	0.0	6.450	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	643	0.029	19	0.0	0.0	5.763	A
B-AD	0.90	0.22	274	0.003	0.90	0.0	0.0	13.178	B
A-B	0.90	0.22			0.90				
A-C	424	106			424				
A-D	79	20	507	0.156	79	0.1	0.2	8.398	A
D-AB	50	13	503	0.100	50	0.1	0.1	7.945	A
D-BC	82	20	331	0.247	81	0.2	0.3	14.387	B
C-D	144	36			144				
C-A	468	117			468				
C-B	17	4	551	0.031	17	0.0	0.0	6.746	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	611	0.038	23	0.0	0.0	6.122	A
B-AD	1	0.28	235	0.005	1	0.0	0.0	15.422	C
A-B	1	0.28			1				
A-C	520	130			520				
A-D	97	24	474	0.205	97	0.2	0.3	9.544	A
D-AB	62	15	449	0.137	61	0.1	0.2	9.283	A
D-BC	100	25	280	0.358	99	0.3	0.5	19.853	C
C-D	176	44			176				
C-A	574	143			574				
C-B	21	5	521	0.040	21	0.0	0.0	7.200	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	611	0.038	23	0.0	0.0	6.123	A
B-AD	1	0.28	234	0.005	1	0.0	0.0	15.425	C
A-B	1	0.28			1				
A-C	520	130			520				
A-D	97	24	474	0.205	97	0.3	0.3	9.557	A
D-AB	62	15	448	0.138	62	0.2	0.2	9.318	A
D-BC	100	25	280	0.358	100	0.5	0.5	20.042	C
C-D	176	44			176				
C-A	574	143			574				
C-B	21	5	521	0.040	21	0.0	0.0	7.202	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	643	0.029	19	0.0	0.0	5.764	A
B-AD	0.90	0.22	274	0.003	0.90	0.0	0.0	13.182	B
A-B	0.90	0.22			0.90				
A-C	424	106			424				
A-D	79	20	507	0.156	79	0.3	0.2	8.415	A
D-AB	50	13	502	0.100	51	0.2	0.1	7.977	A
D-BC	82	20	331	0.247	83	0.5	0.3	14.544	B
C-D	144	36			144				
C-A	468	117			468				
C-B	17	4	550	0.031	17	0.0	0.0	6.752	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	666	0.024	16	0.0	0.0	5.537	A
B-AD	0.75	0.19	303	0.002	0.76	0.0	0.0	11.926	B
A-B	0.75	0.19			0.75				
A-C	355	89			355				
A-D	66	17	532	0.125	66	0.2	0.1	7.737	A
D-AB	42	11	535	0.079	42	0.1	0.1	7.313	A
D-BC	69	17	368	0.186	69	0.3	0.2	12.059	B
C-D	120	30			120				
C-A	392	98			392				
C-B	14	4	572	0.025	14	0.0	0.0	6.457	A

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.16	7.57	0.2	A	75	112
B-AD	0.11	15.90	0.1	C	23	35
A-B					7	11
A-C					403	604
A-D	0.03	7.03	0.0	A	15	22
D-AB	0.53	21.05	1.1	C	158	237
D-BC	0.70	38.02	2.2	E	184	275
C-D					64	96
C-A					372	557
C-B	0.03	6.65	0.0	A	12	18

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	614	0.100	61	0.0	0.1	6.500	A
B-AD	19	5	327	0.059	19	0.0	0.1	11.664	B
A-B	6	2			6				
A-C	331	83			331				
A-D	12	3	570	0.021	12	0.0	0.0	6.449	A
D-AB	129	32	547	0.237	128	0.0	0.3	8.571	A
D-BC	151	38	411	0.366	148	0.0	0.6	13.600	B
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	596	0.016	10	0.0	0.0	6.140	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	594	0.124	73	0.1	0.1	6.912	A
B-AD	23	6	297	0.077	23	0.1	0.1	13.131	B
A-B	7	2			7				
A-C	395	99			395				
A-D	14	4	553	0.026	14	0.0	0.0	6.682	A
D-AB	155	39	488	0.317	154	0.3	0.5	10.761	B
D-BC	180	45	374	0.481	178	0.6	0.9	18.325	C
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	579	0.020	12	0.0	0.0	6.343	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	565	0.159	90	0.1	0.2	7.562	A
B-AD	28	7	255	0.109	28	0.1	0.1	15.816	C
A-B	9	2			9				
A-C	483	121			483				
A-D	18	4	529	0.033	18	0.0	0.0	7.033	A
D-AB	189	47	369	0.513	187	0.5	1.0	19.548	C
D-BC	220	55	315	0.700	215	0.9	2.1	34.770	D
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	556	0.026	14	0.0	0.0	6.648	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	565	0.159	90	0.2	0.2	7.572	A
B-AD	28	7	254	0.110	28	0.1	0.1	15.898	C
A-B	9	2			9				
A-C	483	121			483				
A-D	18	4	529	0.033	18	0.0	0.0	7.033	A
D-AB	189	47	360	0.527	189	1.0	1.1	21.050	C
D-BC	220	55	313	0.703	220	2.1	2.2	38.020	E
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	556	0.026	14	0.0	0.0	6.648	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	593	0.124	74	0.2	0.1	6.928	A
B-AD	23	6	296	0.077	23	0.1	0.1	13.207	B
A-B	7	2			7				
A-C	395	99			395				
A-D	14	4	553	0.026	14	0.0	0.0	6.683	A
D-AB	155	39	479	0.322	157	1.1	0.5	11.243	B
D-BC	180	45	373	0.483	185	2.2	1.0	19.636	C
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	579	0.020	12	0.0	0.0	6.347	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	613	0.100	62	0.1	0.1	6.525	A
B-AD	19	5	326	0.059	19	0.1	0.1	11.720	B
A-B	6	2			6				
A-C	331	83			331				
A-D	12	3	570	0.021	12	0.0	0.0	6.450	A
D-AB	129	32	543	0.238	130	0.5	0.3	8.728	A
D-BC	151	38	410	0.367	152	1.0	0.6	14.011	B
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	596	0.016	10	0.0	0.0	6.143	A

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	5.97	0.0	A	19	29
B-AD	0.01	16.45	0.0	C	0.92	1
A-B					0.92	1
A-C					368	552
A-D	0.35	12.71	0.5	B	128	193
D-AB	0.58	48.35	1.2	E	81	121
D-BC	0.85	83.12	4.4	F	173	259
C-D					243	365
C-A					515	772
C-B	0.04	7.22	0.0	A	17	26

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	678	0.023	16	0.0	0.0	5.435	A
B-AD	0.75	0.19	293	0.003	0.74	0.0	0.0	12.320	B
A-B	0.75	0.19			0.75				
A-C	302	75			302				
A-D	105	26	507	0.208	104	0.0	0.3	8.915	A
D-AB	66	17	477	0.139	66	0.0	0.2	8.736	A
D-BC	142	35	350	0.404	139	0.0	0.7	16.821	C
C-D	200	50			200				
C-A	422	106			422				
C-B	14	4	572	0.025	14	0.0	0.0	6.456	A

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	657	0.029	19	0.0	0.0	5.641	A
B-AD	0.90	0.22	262	0.003	0.90	0.0	0.0	13.773	B
A-B	0.90	0.22			0.90				
A-C	360	90			360				
A-D	126	31	478	0.263	125	0.3	0.4	10.203	B
D-AB	79	20	396	0.200	79	0.2	0.2	11.331	B
D-BC	169	42	307	0.550	167	0.7	1.2	25.285	D
C-D	238	60			238				
C-A	504	126			504				
C-B	17	4	550	0.031	17	0.0	0.0	6.756	A

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	626	0.037	23	0.0	0.0	5.966	A
B-AD	1	0.28	220	0.005	1	0.0	0.0	16.441	C
A-B	1	0.28			1				
A-C	442	110			442				
A-D	154	39	437	0.352	153	0.4	0.5	12.645	B
D-AB	97	24	201	0.481	94	0.2	0.9	32.927	D
D-BC	207	52	245	0.846	197	1.2	3.7	64.615	F
C-D	292	73			292				
C-A	618	154			618				
C-B	21	5	520	0.040	21	0.0	0.0	7.214	A

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	626	0.037	23	0.0	0.0	5.967	A
B-AD	1	0.28	220	0.005	1	0.0	0.0	16.451	C
A-B	1	0.28			1				
A-C	442	110			442				
A-D	154	39	437	0.352	154	0.5	0.5	12.708	B
D-AB	97	24	168	0.576	95	0.9	1.2	48.354	E
D-BC	207	52	243	0.851	204	3.7	4.4	83.125	F
C-D	292	73			292				
C-A	618	154			618				
C-B	21	5	520	0.040	21	0.0	0.0	7.217	A

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	657	0.029	19	0.0	0.0	5.644	A
B-AD	0.90	0.22	262	0.003	0.91	0.0	0.0	13.784	B
A-B	0.90	0.22			0.90				
A-C	360	90			360				
A-D	126	31	478	0.263	127	0.5	0.4	10.267	B
D-AB	79	20	371	0.213	83	1.2	0.3	12.673	B
D-BC	169	42	306	0.552	181	4.4	1.3	31.250	D
C-D	238	60			238				
C-A	504	126			504				
C-B	17	4	549	0.031	17	0.0	0.0	6.764	A

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	678	0.023	16	0.0	0.0	5.437	A
B-AD	0.75	0.19	293	0.003	0.76	0.0	0.0	12.332	B
A-B	0.75	0.19			0.75				
A-C	302	75			302				
A-D	105	26	507	0.208	106	0.4	0.3	8.978	A
D-AB	66	17	471	0.141	67	0.3	0.2	8.914	A
D-BC	142	35	350	0.405	144	1.3	0.7	17.686	C
C-D	200	50			200				
C-A	422	106			422				
C-B	14	4	571	0.025	14	0.0	0.0	6.462	A

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

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-CD	0.13	6.13	0.2	A	75	112
B-AD	0.08	11.81	0.1	B	23	35
A-B					7	11
A-C					151	227
A-D	0.02	6.07	0.0	A	9	14
D-AB	0.59	18.67	1.4	C	228	343
D-BC	0.64	25.43	1.7	D	211	317
C-D					16	23
C-A					158	237
C-B	0.02	5.82	0.0	A	12	18

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	699	0.088	61	0.0	0.1	5.635	A
B-AD	19	5	381	0.050	19	0.0	0.1	9.925	A
A-B	6	2			6				
A-C	124	31			124				
A-D	8	2	621	0.012	7	0.0	0.0	5.866	A
D-AB	187	47	599	0.313	186	0.0	0.4	8.663	A
D-BC	173	43	476	0.364	171	0.0	0.6	11.730	B
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	648	0.015	10	0.0	0.0	5.636	A

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	690	0.106	73	0.1	0.1	5.837	A
B-AD	23	6	361	0.063	23	0.1	0.1	10.634	B
A-B	7	2			7				
A-C	148	37			148				
A-D	9	2	614	0.015	9	0.0	0.0	5.950	A
D-AB	224	56	554	0.404	223	0.4	0.7	10.847	B
D-BC	207	52	447	0.462	206	0.6	0.8	14.830	B
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	642	0.018	12	0.0	0.0	5.713	A

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	677	0.133	90	0.1	0.2	6.127	A
B-AD	28	7	334	0.084	28	0.1	0.1	11.767	B
A-B	9	2			9				
A-C	182	45			182				
A-D	11	3	604	0.018	11	0.0	0.0	6.070	A
D-AB	274	69	471	0.582	271	0.7	1.3	17.773	C
D-BC	253	63	396	0.639	250	0.8	1.7	24.107	C
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	632	0.023	14	0.0	0.0	5.824	A

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	677	0.133	90	0.2	0.2	6.132	A
B-AD	28	7	333	0.084	28	0.1	0.1	11.806	B
A-B	9	2			9				
A-C	182	45			182				
A-D	11	3	604	0.018	11	0.0	0.0	6.070	A
D-AB	274	69	466	0.588	274	1.3	1.4	18.669	C
D-BC	253	63	394	0.643	253	1.7	1.7	25.425	D
C-D	19	5			19				
C-A	189	47			189				
C-B	14	4	632	0.023	14	0.0	0.0	5.824	A

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	690	0.106	73	0.2	0.1	5.842	A
B-AD	23	6	360	0.063	23	0.1	0.1	10.679	B
A-B	7	2			7				
A-C	148	37			148				
A-D	9	2	614	0.015	9	0.0	0.0	5.950	A
D-AB	224	56	549	0.408	227	1.4	0.7	11.269	B
D-BC	207	52	445	0.464	210	1.7	0.9	15.501	C
C-D	15	4			15				
C-A	155	39			155				
C-B	12	3	642	0.018	12	0.0	0.0	5.714	A

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	699	0.088	62	0.1	0.1	5.650	A
B-AD	19	5	381	0.050	19	0.1	0.1	9.959	A
A-B	6	2			6				
A-C	124	31			124				
A-D	8	2	621	0.012	8	0.0	0.0	5.868	A
D-AB	187	47	596	0.314	188	0.7	0.5	8.846	A
D-BC	173	43	475	0.365	174	0.9	0.6	12.034	B
C-D	13	3			13				
C-A	129	32			129				
C-B	10	2	648	0.015	10	0.0	0.0	5.636	A

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

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-CD	0.04	6.18	0.0	A	19	29
B-AD	0.01	16.61	0.0	C	0.92	1
A-B					0.92	1
A-C					437	655
A-D	0.29	11.09	0.4	B	109	164
D-AB	0.17	10.27	0.2	B	61	91
D-BC	0.41	22.95	0.7	C	90	135
C-D					173	259
C-A					516	774
C-B	0.04	7.40	0.0	A	17	26

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	663	0.024	16	0.0	0.0	5.557	A
B-AD	0.75	0.19	291	0.003	0.74	0.0	0.0	12.384	B
A-B	0.75	0.19			0.75				
A-C	358	90			358				
A-D	90	22	520	0.172	89	0.0	0.2	8.338	A
D-AB	50	12	527	0.094	49	0.0	0.1	7.529	A
D-BC	74	18	366	0.201	73	0.0	0.2	12.219	B
C-D	142	35			142				
C-A	423	106			423				
C-B	14	4	563	0.025	14	0.0	0.0	6.555	A

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	640	0.030	19	0.0	0.0	5.797	A
B-AD	0.90	0.22	261	0.003	0.90	0.0	0.0	13.866	B
A-B	0.90	0.22			0.90				
A-C	428	107			428				
A-D	107	27	493	0.217	107	0.2	0.3	9.318	A
D-AB	59	15	490	0.121	59	0.1	0.1	8.355	A
D-BC	88	22	324	0.272	88	0.2	0.4	15.205	C
C-D	169	42			169				
C-A	505	126			505				
C-B	17	4	540	0.032	17	0.0	0.0	6.884	A

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	606	0.038	23	0.0	0.0	6.178	A
B-AD	1	0.28	218	0.005	1	0.0	0.0	16.603	C
A-B	1	0.28			1				
A-C	524	131			524				
A-D	131	33	456	0.288	131	0.3	0.4	11.058	B
D-AB	73	18	425	0.171	72	0.1	0.2	10.219	B
D-BC	108	27	265	0.408	107	0.4	0.7	22.616	C
C-D	207	52			207				
C-A	619	155			619				
C-B	21	5	508	0.041	21	0.0	0.0	7.394	A

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	606	0.038	23	0.0	0.0	6.178	A
B-AD	1	0.28	218	0.005	1	0.0	0.0	16.610	C
A-B	1	0.28			1				
A-C	524	131			524				
A-D	131	33	456	0.288	131	0.4	0.4	11.091	B
D-AB	73	18	423	0.172	73	0.2	0.2	10.275	B
D-BC	108	27	265	0.408	108	0.7	0.7	22.950	C
C-D	207	52			207				
C-A	619	155			619				
C-B	21	5	508	0.041	21	0.0	0.0	7.397	A

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	19	5	640	0.030	19	0.0	0.0	5.801	A
B-AD	0.90	0.22	260	0.003	0.91	0.0	0.0	13.877	B
A-B	0.90	0.22			0.90				
A-C	428	107			428				
A-D	107	27	493	0.217	107	0.4	0.3	9.355	A
D-AB	59	15	488	0.122	60	0.2	0.1	8.402	A
D-BC	88	22	324	0.272	89	0.7	0.4	15.422	C
C-D	169	42			169				
C-A	505	126			505				
C-B	17	4	540	0.032	17	0.0	0.0	6.889	A

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	16	4	663	0.024	16	0.0	0.0	5.559	A
B-AD	0.75	0.19	291	0.003	0.76	0.0	0.0	12.395	B
A-B	0.75	0.19			0.75				
A-C	358	90			358				
A-D	90	22	520	0.172	90	0.3	0.2	8.381	A
D-AB	50	12	526	0.095	50	0.1	0.1	7.564	A
D-BC	74	18	366	0.201	74	0.4	0.3	12.353	B
C-D	142	35			142				
C-A	423	106			423				
C-B	14	4	563	0.025	14	0.0	0.0	6.560	A

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

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

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-CD	0.15	7.24	0.2	A	75	112
B-AD	0.13	18.93	0.1	C	23	35
A-B					7	11
A-C					407	611
A-D	0.04	7.06	0.0	A	17	26
D-AB	1.10	237.56	18.9	F	237	355
D-BC	1.10	236.71	18.9	F	237	355
C-D					64	96
C-A					372	557
C-B	0.03	6.66	0.0	A	12	18

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	641	0.096	61	0.0	0.1	6.202	A
B-AD	19	5	311	0.061	19	0.0	0.1	12.304	B
A-B	6	2			6				
A-C	334	84			334				
A-D	14	4	571	0.025	14	0.0	0.0	6.467	A
D-AB	194	49	504	0.385	192	0.0	0.6	11.429	B
D-BC	194	49	392	0.496	190	0.0	0.9	17.595	C
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	595	0.016	10	0.0	0.0	6.149	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	620	0.118	73	0.1	0.1	6.587	A
B-AD	23	6	277	0.082	23	0.1	0.1	14.154	B
A-B	7	2			7				
A-C	399	100			399				
A-D	17	4	554	0.031	17	0.0	0.0	6.705	A
D-AB	232	58	405	0.572	229	0.6	1.3	20.135	C
D-BC	232	58	338	0.686	228	0.9	2.0	31.480	D
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	578	0.020	12	0.0	0.0	6.356	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	589	0.153	90	0.1	0.2	7.213	A
B-AD	28	7	230	0.121	28	0.1	0.1	17.798	C
A-B	9	2			9				
A-C	489	122			489				
A-D	21	5	530	0.039	21	0.0	0.0	7.064	A
D-AB	284	71	261	1.089	243	1.3	11.4	122.213	F
D-BC	284	71	263	1.078	247	2.0	11.3	125.297	F
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	554	0.026	14	0.0	0.0	6.664	A

17:15 - 17:30

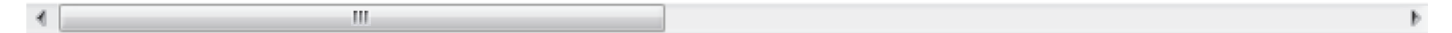
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	587	0.153	90	0.2	0.2	7.236	A
B-AD	28	7	218	0.128	28	0.1	0.1	18.930	C
A-B	9	2			9				
A-C	489	122			489				
A-D	21	5	530	0.039	21	0.0	0.0	7.064	A
D-AB	284	71	259	1.096	254	11.4	18.9	237.560	F
D-BC	284	71	259	1.098	254	11.3	18.9	236.712	F
C-D	77	19			77				
C-A	446	111			446				
C-B	14	4	554	0.026	14	0.0	0.0	6.665	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	18	618	0.119	74	0.2	0.1	6.616	A
B-AD	23	6	256	0.089	23	0.1	0.1	15.493	C
A-B	7	2			7				
A-C	399	100			399				
A-D	17	4	554	0.031	17	0.0	0.0	6.706	A
D-AB	232	58	287	0.807	273	18.9	8.7	188.620	F
D-BC	232	58	287	0.808	273	18.9	8.7	189.902	F
C-D	63	16			63				
C-A	364	91			364				
C-B	12	3	578	0.020	12	0.0	0.0	6.359	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	15	640	0.096	62	0.1	0.1	6.223	A
B-AD	19	5	301	0.064	19	0.1	0.1	12.776	B
A-B	6	2			6				
A-C	334	84			334				
A-D	14	4	571	0.025	14	0.0	0.0	6.471	A
D-AB	194	49	456	0.426	226	8.7	0.8	17.831	C
D-BC	194	49	374	0.519	225	8.7	1.1	28.515	D
C-D	53	13			53				
C-A	305	76			305				
C-B	10	2	595	0.016	10	0.0	0.0	6.152	A



APPENDIX S

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Westfield Avenue_Site Access Junction Block 1 and 2 190808.j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 21/11/2019 11:04:06

- »2024 + Dev, Weekday AM
- »2024 + Dev, Weekday PM
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (4,000), Weekend Pre Game
- »2024 + Dev (4,000), Weekend Post Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (5,500), Weekend Pre Game
- »2024 + Dev (5,500), Weekend Post Game
- »2024 + Dev (9,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Post Game
- »2024 + Dev (9,500), Weekend Pre Game
- »2024 + Dev (9,500), Weekend Post Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Pre Game					Weekday Post Game					We		
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	
2024 + Dev																							
Stream B-C		0.0	6.66	0.03	A		0.0	6.71	0.01	A													
Stream B-A	D1	0.1	10.32	0.12	B	D2	0.1	9.33	0.05	A													
Stream C-AB		0.0	4.59	0.01	A		0.0	5.59	0.03	A													
2024 + Dev (4,000)																							
Stream B-C											D3	0.0	6.73	0.01	A	D4	0.0	6.16	0.01	A			
Stream B-A												0.1	9.33	0.05	A		0.0	7.93	0.02	A	D5		
Stream C-AB												0.0	5.59	0.03	A		0.0	5.68	0.01	A			
2024 + Dev (5,500)																							
Stream B-C											D7	0.0	6.77	0.01	A		0.0	6.19	0.01	A			
Stream B-A												0.1	9.45	0.05	A	D8	0.0	7.98	0.02	A	D9		
Stream C-AB												0.0	5.57	0.03	A		0.0	5.68	0.01	A			
2024 + Dev (9,500)																							
Stream B-C											D11	0.0	6.88	0.01	A		0.0	6.26	0.01	A			
Stream B-A												0.1	9.79	0.05	A	D12	0.0	8.12	0.02	A	D13		
Stream C-AB												0.0	5.49	0.03	A		0.0	5.69	0.01	A			

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

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

File summary

File Description

Title	Westfield Avenue / Site Access Block 1 and 2
Location	Woking
Site number	
Date	08/08/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15
D2	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15
D3	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15
D4	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15
D5	2024 + Dev (4,000)	Weekend Pre Game	ONE HOUR	13:30	15:00	15
D6	2024 + Dev (4,000)	Weekend Post Game	ONE HOUR	16:30	18:00	15
D7	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15
D8	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15
D9	2024 + Dev (5,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15
D10	2024 + Dev (5,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15
D11	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15
D12	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15
D13	2024 + Dev (9,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15
D14	2024 + Dev (9,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 + Dev, Weekday AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westfield Avenue (N)		Major
B	Site Access		Minor
C	Westfield Avenue (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Westfield Avenue (S)	7.05			74.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	7.80	3.00	3.00	3.00	3.00	✓	1.00	21	26

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	517	0.090	0.227	0.143	0.325
B-C	627	0.092	0.232	-	-
C-B	617	0.228	0.228	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	214	100.000
B - Site Access		✓	58	100.000
C - Westfield Avenue (S)		✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)	
A - Westfield Avenue (N)	0	10	204	
B - Site Access	45	0	13	
C - Westfield Avenue (S)	409	3	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)	
A - Westfield Avenue (N)	0	0	1	
B - Site Access	0	0	0	
C - Westfield Avenue (S)	1	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.66	0.0	A
B-A	0.12	10.32	0.1	B
C-AB	0.01	4.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	579	0.017	10	0.0	6.322	A
B-A	34	436	0.078	34	0.1	8.939	A
C-AB	4	788	0.005	4	0.0	4.591	A
C-A	306			306			
A-B	8			8			
A-C	154			154			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	569	0.021	12	0.0	6.458	A
B-A	40	420	0.096	40	0.1	9.476	A
C-AB	5	822	0.006	5	0.0	4.402	A
C-A	365			365			
A-B	9			9			
A-C	183			183			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	555	0.026	14	0.0	6.658	A
B-A	50	398	0.124	49	0.1	10.310	B
C-AB	7	871	0.008	7	0.0	4.164	A
C-A	447			447			
A-B	11			11			
A-C	225			225			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	555	0.026	14	0.0	6.659	A
B-A	50	398	0.124	50	0.1	10.319	B
C-AB	7	871	0.008	7	0.0	4.167	A
C-A	447			447			
A-B	11			11			
A-C	225			225			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	569	0.021	12	0.0	6.462	A
B-A	40	420	0.096	41	0.1	9.487	A
C-AB	5	822	0.006	5	0.0	4.407	A
C-A	365			365			
A-B	9			9			
A-C	183			183			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	579	0.017	10	0.0	6.324	A
B-A	34	436	0.078	34	0.1	8.959	A
C-AB	4	788	0.005	4	0.0	4.592	A
C-A	306			306			
A-B	8			8			
AC	154			154			

2024 + Dev, Weekday PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	325	100.000
B - Site Access		✓	26	100.000
C - Westfield Avenue (S)		✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	42	283
	B - Site Access	20	0	6
	C - Westfield Avenue (S)	184	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.71	0.0	A
B-A	0.05	9.33	0.1	A
C-AB	0.03	5.59	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	570	0.008	4	0.0	6.368	A
B-A	15	442	0.034	15	0.0	8.419	A
C-AB	11	656	0.017	11	0.0	5.586	A
C-A	136			136			
AB	32			32			
AC	213			213			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	558	0.010	5	0.0	6.509	A
B-A	18	428	0.042	18	0.0	8.782	A
C-AB	14	664	0.022	14	0.0	5.537	A
C-A	162			162			
AB	38			38			
AC	254			254			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	543	0.012	7	0.0	6.714	A
B-A	22	408	0.054	22	0.1	9.329	A
C-AB	19	677	0.028	19	0.0	5.471	A
C-A	197			197			
AB	46			46			
AC	312			312			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	543	0.012	7	0.0	6.715	A
B-A	22	408	0.054	22	0.1	9.331	A
C-AB	19	677	0.028	19	0.0	5.475	A
C-A	197			197			
AB	46			46			
AC	312			312			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	558	0.010	5	0.0	6.512	A
B-A	18	428	0.042	18	0.0	8.785	A
C-AB	14	664	0.022	14	0.0	5.541	A
C-A	162			162			
AB	38			38			
AC	254			254			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	570	0.008	5	0.0	6.371	A
B-A	15	442	0.034	15	0.0	8.426	A
C-AB	11	656	0.018	11	0.0	5.588	A
C-A	136			136			
AB	32			32			
AC	213			213			

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	332	100.000
B - Site Access		✓	23	100.000
C - Westfield Avenue (S)		✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	36	296
	B - Site Access	18	0	5
	C - Westfield Avenue (S)	184	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.73	0.0	A
B-A	0.05	9.33	0.1	A
C-AB	0.03	5.59	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	568	0.007	4	0.0	6.375	A
B-A	14	441	0.031	13	0.0	8.422	A
C-AB	11	655	0.016	10	0.0	5.588	A
C-A	136			136			
AB	27			27			
AC	223			223			

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	557	0.008	4	0.0	6.517	A
B-A	16	426	0.038	16	0.0	8.784	A
C-AB	13	663	0.020	13	0.0	5.538	A
C-A	162			162			
AB	32			32			
AC	266			266			

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	541	0.010	5	0.0	6.726	A
B-A	20	405	0.049	20	0.1	9.332	A
C-AB	17	675	0.026	17	0.0	5.472	A
C-A	197			197			
AB	40			40			
AC	326			326			

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	541	0.010	6	0.0	6.726	A
B-A	20	405	0.049	20	0.1	9.334	A
C-AB	17	675	0.026	17	0.0	5.473	A
C-A	197			197			
AB	40			40			
AC	326			326			

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	557	0.008	5	0.0	6.521	A
B-A	16	426	0.038	16	0.0	8.787	A
C-AB	13	663	0.020	13	0.0	5.544	A
C-A	162			162			
A-B	32			32			
A-C	266			266			

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	568	0.007	4	0.0	6.378	A
B-A	14	441	0.031	14	0.0	8.427	A
C-AB	11	655	0.016	11	0.0	5.590	A
C-A	136			136			
A-B	27			27			
A-C	223			223			

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	155	100.000
B - Site Access		✓	12	100.000
C - Westfield Avenue (S)		✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	18	137
	B - Site Access	9	0	3
	C - Westfield Avenue (S)	95	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.16	0.0	A
B-A	0.02	7.93	0.0	A
C-AB	0.01	5.68	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	600	0.004	2	0.0	6.022	A
B-A	7	481	0.014	7	0.0	7.596	A
C-AB	4	638	0.007	4	0.0	5.678	A
C-A	71			71			
AB	14			14			
AC	103			103			

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	595	0.005	3	0.0	6.081	A
B-A	8	474	0.017	8	0.0	7.734	A
C-AB	5	642	0.008	5	0.0	5.648	A
C-A	85			85			
AB	16			16			
AC	123			123			

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	587	0.006	3	0.0	6.165	A
B-A	10	464	0.021	10	0.0	7.932	A
C-AB	7	649	0.010	7	0.0	5.606	A
C-A	104			104			
AB	20			20			
AC	151			151			

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	587	0.006	3	0.0	6.165	A
B-A	10	464	0.021	10	0.0	7.932	A
C-AB	7	649	0.010	7	0.0	5.609	A
C-A	104			104			
AB	20			20			
AC	151			151			

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	595	0.005	3	0.0	6.081	A
B-A	8	474	0.017	8	0.0	7.735	A
C-AB	5	642	0.008	5	0.0	5.651	A
C-A	85			85			
AB	16			16			
AC	123			123			

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	600	0.004	2	0.0	6.022	A
B-A	7	481	0.014	7	0.0	7.597	A
C-AB	4	638	0.007	4	0.0	5.681	A
C-A	71			71			
AB	14			14			
AC	103			103			

2024 + Dev (4,000), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 + Dev (4,000)	Weekend Pre Game	ONE HOUR	13:30	15:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	197	100.000
B - Site Access		✓	22	100.000
C - Westfield Avenue (S)		✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	14	183
B - Site Access	17	0	5
C - Westfield Avenue (S)	151	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	1
B - Site Access	0	0	0
C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.35	0.0	A
B-A	0.04	8.46	0.0	A
C-AB	0.01	5.49	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	590	0.006	4	0.0	6.138	A
B-A	13	467	0.027	13	0.0	7.921	A
C-AB	4	660	0.006	4	0.0	5.488	A
C-A	113			113			
AB	11			11			
AC	138			138			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	583	0.008	4	0.0	6.224	A
B-A	15	457	0.033	15	0.0	8.142	A
C-AB	5	668	0.007	5	0.0	5.422	A
C-A	135			135			
AB	13			13			
AC	165			165			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	573	0.010	5	0.0	6.346	A
B-A	19	444	0.042	19	0.0	8.465	A
C-AB	6	681	0.009	6	0.0	5.334	A
C-A	165			165			
AB	15			15			
AC	201			201			

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	573	0.010	6	0.0	6.346	A
B-A	19	444	0.042	19	0.0	8.465	A
C-AB	6	681	0.009	6	0.0	5.337	A
C-A	165			165			
AB	15			15			
AC	201			201			

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	583	0.008	5	0.0	6.224	A
B-A	15	457	0.033	15	0.0	8.145	A
C-AB	5	668	0.007	5	0.0	5.425	A
C-A	135			135			
A-B	13			13			
A-C	165			165			

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	590	0.006	4	0.0	6.141	A
B-A	13	467	0.027	13	0.0	7.926	A
C-AB	4	659	0.006	4	0.0	5.489	A
C-A	113			113			
A-B	11			11			
A-C	138			138			

2024 + Dev (4,000), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 + Dev (4,000)	Weekend Post Game	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	206	100.000
B - Site Access		✓	10	100.000
C - Westfield Avenue (S)		✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	16	190
	B - Site Access	8	0	2
	C - Westfield Avenue (S)	154	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	6.30	0.0	A
B-A	0.02	8.33	0.0	A
C-AB	0.01	5.50	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	591	0.003	1	0.0	6.106	A
B-A	6	465	0.013	6	0.0	7.838	A
C-AB	5	660	0.007	5	0.0	5.495	A
C-A	115			115			
AB	12			12			
AC	143			143			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	584	0.003	2	0.0	6.184	A
B-A	7	455	0.016	7	0.0	8.037	A
C-AB	6	668	0.008	6	0.0	5.431	A
C-A	137			137			
AB	14			14			
AC	171			171			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	574	0.004	2	0.0	6.295	A
B-A	9	441	0.020	9	0.0	8.325	A
C-AB	7	681	0.011	7	0.0	5.344	A
C-A	168			168			
AB	18			18			
AC	209			209			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	574	0.004	2	0.0	6.295	A
B-A	9	441	0.020	9	0.0	8.326	A
C-AB	7	681	0.011	7	0.0	5.347	A
C-A	168			168			
AB	18			18			
AC	209			209			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	584	0.003	2	0.0	6.187	A
B-A	7	455	0.016	7	0.0	8.039	A
C-AB	6	668	0.009	6	0.0	5.435	A
C-A	137			137			
AB	14			14			
AC	171			171			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	591	0.003	2	0.0	6.109	A
B-A	6	465	0.013	6	0.0	7.841	A
C-AB	5	660	0.007	5	0.0	5.499	A
C-A	115			115			
AB	12			12			
AC	143			143			

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	345	100.000
B - Site Access		✓	23	100.000
C - Westfield Avenue (S)		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	36	309
B - Site Access	18	0	5
C - Westfield Avenue (S)	194	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	1
B - Site Access	0	0	0
C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.77	0.0	A
B-A	0.05	9.45	0.1	A
C-AB	0.03	5.57	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	566	0.007	4	0.0	6.401	A
B-A	14	437	0.031	13	0.0	8.487	A
C-AB	11	658	0.016	11	0.0	5.562	A
C-A	144			144			
AB	27			27			
AC	233			233			

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	554	0.008	4	0.0	6.550	A
B-A	16	422	0.038	16	0.0	8.871	A
C-AB	13	667	0.020	13	0.0	5.508	A
C-A	171			171			
AB	32			32			
AC	278			278			

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	537	0.010	5	0.0	6.768	A
B-A	20	401	0.049	20	0.1	9.451	A
C-AB	18	680	0.026	18	0.0	5.435	A
C-A	208			208			
AB	40			40			
AC	340			340			

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	537	0.010	6	0.0	6.769	A
B-A	20	401	0.049	20	0.1	9.453	A
C-AB	18	680	0.026	18	0.0	5.436	A
C-A	208			208			
AB	40			40			
AC	340			340			

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	554	0.008	5	0.0	6.553	A
B-A	16	422	0.038	16	0.0	8.875	A
C-AB	13	667	0.020	13	0.0	5.512	A
C-A	171			171			
A-B	32			32			
A-C	278			278			

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	566	0.007	4	0.0	6.404	A
B-A	14	437	0.031	14	0.0	8.494	A
C-AB	11	658	0.016	11	0.0	5.566	A
C-A	144			144			
A-B	27			27			
A-C	233			233			

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	165	100.000
B - Site Access		✓	12	100.000
C - Westfield Avenue (S)		✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	18	147
	B - Site Access	9	0	3
	C - Westfield Avenue (S)	98	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.19	0.0	A
B-A	0.02	7.98	0.0	A
C-AB	0.01	5.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	598	0.004	2	0.0	6.040	A
B-A	7	479	0.014	7	0.0	7.629	A
C-AB	4	638	0.007	4	0.0	5.680	A
C-A	73			73			
A-B	14			14			
A-C	111			111			

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	592	0.005	3	0.0	6.103	A
B-A	8	471	0.017	8	0.0	7.775	A
C-AB	5	642	0.008	5	0.0	5.649	A
C-A	87			87			
A-B	16			16			
A-C	132			132			

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	585	0.006	3	0.0	6.192	A
B-A	10	461	0.022	10	0.0	7.985	A
C-AB	7	648	0.010	7	0.0	5.607	A
C-A	107			107			
A-B	20			20			
A-C	162			162			

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	585	0.006	3	0.0	6.192	A
B-A	10	461	0.022	10	0.0	7.985	A
C-AB	7	648	0.010	7	0.0	5.610	A
C-A	107			107			
A-B	20			20			
A-C	162			162			

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	592	0.005	3	0.0	6.106	A
B-A	8	471	0.017	8	0.0	7.776	A
C-AB	5	642	0.008	5	0.0	5.653	A
C-A	87			87			
A-B	16			16			
A-C	132			132			

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	598	0.004	2	0.0	6.040	A
B-A	7	479	0.014	7	0.0	7.630	A
C-AB	4	638	0.007	4	0.0	5.683	A
C-A	73			73			
A-B	14			14			
A-C	111			111			

2024 + Dev (5,500), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2024 + Dev (5,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	210	100.000
B - Site Access		✓	22	100.000
C - Westfield Avenue (S)		✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	14	196
	B - Site Access	17	0	5
	C - Westfield Avenue (S)	161	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.38	0.0	A
B-A	0.04	8.56	0.0	A
C-AB	0.01	5.46	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	588	0.006	4	0.0	6.162	A
B-A	13	464	0.028	13	0.0	7.979	A
C-AB	4	662	0.006	4	0.0	5.464	A
C-A	121			121			
AB	11			11			
AC	148			148			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	580	0.008	4	0.0	6.254	A
B-A	15	453	0.034	15	0.0	8.216	A
C-AB	5	672	0.007	5	0.0	5.394	A
C-A	144			144			
AB	13			13			
AC	176			176			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	569	0.010	5	0.0	6.384	A
B-A	19	439	0.043	19	0.0	8.563	A
C-AB	6	685	0.009	6	0.0	5.299	A
C-A	176			176			
AB	15			15			
AC	216			216			

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	569	0.010	6	0.0	6.384	A
B-A	19	439	0.043	19	0.0	8.563	A
C-AB	6	685	0.009	6	0.0	5.300	A
C-A	176			176			
AB	15			15			
AC	216			216			

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	580	0.008	5	0.0	6.256	A
B-A	15	453	0.034	15	0.0	8.219	A
C-AB	5	672	0.007	5	0.0	5.398	A
C-A	144			144			
A-B	13			13			
A-C	176			176			

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	588	0.006	4	0.0	6.163	A
B-A	13	464	0.028	13	0.0	7.985	A
C-AB	4	662	0.006	4	0.0	5.465	A
C-A	121			121			
A-B	11			11			
A-C	148			148			

2024 + Dev (5,500), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2024 + Dev (5,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	215	100.000
B - Site Access		✓	10	100.000
C - Westfield Avenue (S)		✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	16	199
	B - Site Access	8	0	2
	C - Westfield Avenue (S)	157	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	6.32	0.0	A
B-A	0.02	8.38	0.0	A
C-AB	0.01	5.50	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	589	0.003	1	0.0	6.123	A
B-A	6	463	0.013	6	0.0	7.871	A
C-AB	5	660	0.007	5	0.0	5.495	A
C-A	117			117			
AB	12			12			
AC	150			150			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	582	0.003	2	0.0	6.205	A
B-A	7	453	0.016	7	0.0	8.077	A
C-AB	6	668	0.009	6	0.0	5.430	A
C-A	140			140			
AB	14			14			
AC	179			179			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	572	0.004	2	0.0	6.321	A
B-A	9	438	0.020	9	0.0	8.379	A
C-AB	7	681	0.011	7	0.0	5.343	A
C-A	171			171			
AB	18			18			
AC	219			219			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	572	0.004	2	0.0	6.321	A
B-A	9	438	0.020	9	0.0	8.379	A
C-AB	7	681	0.011	7	0.0	5.344	A
C-A	171			171			
AB	18			18			
AC	219			219			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	582	0.003	2	0.0	6.207	A
B-A	7	453	0.016	7	0.0	8.079	A
C-AB	6	668	0.009	6	0.0	5.433	A
C-A	140			140			
AB	14			14			
AC	179			179			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	589	0.003	2	0.0	6.123	A
B-A	6	463	0.013	6	0.0	7.874	A
C-AB	5	660	0.007	5	0.0	5.498	A
C-A	117			117			
AB	12			12			
AC	150			150			

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	379	100.000
B - Site Access		✓	23	100.000
C - Westfield Avenue (S)		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	36	343
B - Site Access	18	0	5
C - Westfield Avenue (S)	222	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	1
B - Site Access	0	0	0
C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.88	0.0	A
B-A	0.05	9.79	0.1	A
C-AB	0.03	5.49	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	560	0.007	4	0.0	6.471	A
B-A	14	429	0.032	13	0.0	8.669	A
C-AB	11	667	0.017	11	0.0	5.488	A
C-A	164			164			
AB	27			27			
AC	258			258			

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	547	0.008	4	0.0	6.638	A
B-A	16	411	0.039	16	0.0	9.110	A
C-AB	14	678	0.021	14	0.0	5.420	A
C-A	195			195			
AB	32			32			
AC	308			308			

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	528	0.010	5	0.0	6.884	A
B-A	20	388	0.051	20	0.1	9.786	A
C-AB	19	694	0.027	19	0.0	5.328	A
C-A	238			238			
AB	40			40			
AC	378			378			

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	528	0.010	6	0.0	6.884	A
B-A	20	388	0.051	20	0.1	9.788	A
C-AB	19	694	0.027	19	0.0	5.330	A
C-A	238			238			
AB	40			40			
AC	378			378			

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	547	0.008	5	0.0	6.638	A
B-A	16	411	0.039	16	0.0	9.112	A
C-AB	14	678	0.021	14	0.0	5.424	A
C-A	195			195			
A-B	32			32			
A-C	308			308			

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	560	0.007	4	0.0	6.474	A
B-A	14	429	0.032	14	0.0	8.678	A
C-AB	11	667	0.017	11	0.0	5.492	A
C-A	164			164			
A-B	27			27			
A-C	258			258			

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	190	100.000
B - Site Access		✓	12	100.000
C - Westfield Avenue (S)		✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	18	172
	B - Site Access	9	0	3
	C - Westfield Avenue (S)	104	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.26	0.0	A
B-A	0.02	8.12	0.0	A
C-AB	0.01	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	594	0.004	2	0.0	6.085	A
B-A	7	474	0.014	7	0.0	7.710	A
C-AB	4	637	0.007	4	0.0	5.690	A
C-A	78			78			
A-B	14			14			
A-C	129			129			

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	587	0.005	3	0.0	6.158	A
B-A	8	465	0.017	8	0.0	7.876	A
C-AB	5	641	0.008	5	0.0	5.661	A
C-A	93			93			
A-B	16			16			
A-C	155			155			

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	578	0.006	3	0.0	6.262	A
B-A	10	453	0.022	10	0.0	8.115	A
C-AB	7	647	0.010	7	0.0	5.621	A
C-A	113			113			
A-B	20			20			
A-C	189			189			

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	578	0.006	3	0.0	6.262	A
B-A	10	453	0.022	10	0.0	8.115	A
C-AB	7	647	0.010	7	0.0	5.622	A
C-A	113			113			
A-B	20			20			
A-C	189			189			

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	587	0.005	3	0.0	6.158	A
B-A	8	465	0.017	8	0.0	7.877	A
C-AB	5	641	0.008	5	0.0	5.663	A
C-A	93			93			
A-B	16			16			
A-C	155			155			

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	594	0.004	2	0.0	6.085	A
B-A	7	474	0.014	7	0.0	7.712	A
C-AB	4	637	0.007	4	0.0	5.691	A
C-A	78			78			
A-B	14			14			
A-C	129			129			

2024 + Dev (9,500), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2024 + Dev (9,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	245	100.000
B - Site Access		✓	22	100.000
C - Westfield Avenue (S)		✓	193	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	14	231
B - Site Access	17	0	5
C - Westfield Avenue (S)	189	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	1
B - Site Access	0	0	0
C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.49	0.0	A
B-A	0.04	8.84	0.0	A
C-AB	0.01	5.40	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	582	0.006	4	0.0	6.229	A
B-A	13	455	0.028	13	0.0	8.143	A
C-AB	4	671	0.006	4	0.0	5.394	A
C-A	141			141			
AB	11			11			
AC	174			174			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	573	0.008	4	0.0	6.335	A
B-A	15	443	0.035	15	0.0	8.425	A
C-AB	5	682	0.007	5	0.0	5.311	A
C-A	169			169			
AB	13			13			
AC	208			208			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	560	0.010	5	0.0	6.489	A
B-A	19	426	0.044	19	0.0	8.841	A
C-AB	6	698	0.009	6	0.0	5.200	A
C-A	206			206			
AB	15			15			
AC	254			254			

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	560	0.010	6	0.0	6.489	A
B-A	19	426	0.044	19	0.0	8.842	A
C-AB	6	698	0.009	6	0.0	5.201	A
C-A	206			206			
AB	15			15			
AC	254			254			

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	573	0.008	5	0.0	6.338	A
B-A	15	443	0.035	15	0.0	8.426	A
C-AB	5	682	0.007	5	0.0	5.316	A
C-A	169			169			
AB	13			13			
AC	208			208			

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	582	0.006	4	0.0	6.232	A
B-A	13	455	0.028	13	0.0	8.148	A
C-AB	4	671	0.006	4	0.0	5.398	A
C-A	141			141			
AB	11			11			
AC	174			174			

2024 + Dev (9,500), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Block 1 and 2	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2024 + Dev (9,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		✓	240	100.000
B - Site Access		✓	10	100.000
C - Westfield Avenue (S)		✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	16	224
	B - Site Access	8	0	2
	C - Westfield Avenue (S)	163	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	6.39	0.0	A
B-A	0.02	8.52	0.0	A
C-AB	0.01	5.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	585	0.003	1	0.0	6.169	A
B-A	6	458	0.013	6	0.0	7.957	A
C-AB	5	659	0.007	5	0.0	5.503	A
C-A	122			122			
A-B	12			12			
A-C	169			169			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	577	0.003	2	0.0	6.262	A
B-A	7	447	0.016	7	0.0	8.186	A
C-AB	6	667	0.009	6	0.0	5.440	A
C-A	145			145			
A-B	14			14			
A-C	201			201			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	565	0.004	2	0.0	6.394	A
B-A	9	431	0.020	9	0.0	8.523	A
C-AB	7	680	0.011	7	0.0	5.353	A
C-A	177			177			
A-B	18			18			
A-C	247			247			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	565	0.004	2	0.0	6.394	A
B-A	9	431	0.020	9	0.0	8.523	A
C-AB	7	680	0.011	7	0.0	5.354	A
C-A	177			177			
A-B	18			18			
A-C	247			247			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	577	0.003	2	0.0	6.262	A
B-A	7	447	0.016	7	0.0	8.187	A
C-AB	6	667	0.009	6	0.0	5.444	A
C-A	145			145			
A-B	14			14			
A-C	201			201			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	585	0.003	2	0.0	6.170	A
B-A	6	458	0.013	6	0.0	7.961	A
C-AB	5	659	0.007	5	0.0	5.507	A
C-A	122			122			
A-B	12			12			
A-C	169			169			



APPENDIX T

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Westfield Avenue_Site Access Junction Blocks 3-5 190808.j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 13:46:40

- »2019, Weekday AM
- »2019, Weekday PM
- »2019, Weekday Early Evening
- »2019, Weekday Late Evening
- »2019, Weekend Pre Game (Non Matchday)
- »2019, Weekend Post Game (Non Matchday)
- »2019, Weekend Pre Game
- »2019, Weekend Post Game
- »2024, Weekday AM
- »2024, Weekday PM
- »2024, Weekday Early Evening
- »2024, Weekday Late Evening
- »2024, Weekend Pre Game (Non Matchday)
- »2024, Weekend Post Game (Non Matchday)
- »2024, Weekend Pre Game
- »2024, Weekend Post Game
- »2024 + Dev, Weekday AM
- »2024 + Dev, Weekday PM
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (4,000), Weekend Pre Game
- »2024 + Dev (4,000), Weekend Post Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (5,500), Weekend Pre Game
- »2024 + Dev (5,500), Weekend Post Game
- »2024 + Dev (9,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Post Game
- »2024 + Dev (9,500), Weekend Pre Game
- »2024 + Dev (9,500), Weekend Post Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Early Evening					Weekday Late Evening					W					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS		Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Stream B-C	D1	0.0	5.72	0.02	A	D2	0.0	5.93	0.04	A	D3	0.0	5.94	0.04	A	D4	0.0	5.32	0.01	A	D5					
Stream B-A	D1	0.1	9.17	0.09	A	D2	0.1	9.20	0.12	A	D3	0.2	9.26	0.16	A	D4	0.1	7.59	0.06	A	D5					
Stream C-AB	D1	0.1	5.14	0.04	A	D2	0.1	5.74	0.05	A	D3	0.0	5.78	0.03	A	D4	0.0	5.67	0.00	A	D5					
Stream B-C	D9	0.0	5.77	0.02	A	D10	0.0	6.00	0.04	A	D11	0.0	6.02	0.04	A	D12	0.0	5.34	0.01	A	D13					
Stream B-A	D9	0.1	9.38	0.10	A	D10	0.1	9.41	0.13	A	D11	0.2	9.48	0.17	A	D12	0.1	7.65	0.07	A	D13					
Stream C-AB	D9	0.1	5.11	0.05	A	D10	0.1	5.74	0.05	A	D11	0.0	5.78	0.03	A	D12	0.0	5.66	0.00	A	D13					
Stream B-C	D17	0.1	6.55	0.06	A	D18	0.0	5.93	0.03	A																
Stream B-A	D17	0.4	12.10	0.31	B	D18	0.2	9.42	0.13	A																
Stream C-AB	D17	0.0	5.00	0.02	A	D18	0.1	6.03	0.07	A																
Stream B-C																										
Stream B-A																										
Stream C-AB																										
Stream B-C																										
Stream B-A																										
Stream C-AB																										

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	Westfield Avenue / Site Access Block 3-5
Location	Woking
Site number	
Date	08/08/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓		
D5	2019	Weekend Pre Game (Non Matchday)	ONE HOUR	13:30	15:00	15	✓		
D6	2019	Weekend Post Game (Non Matchday)	ONE HOUR	16:30	18:00	15	✓		
D7	2019	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓		
D8	2019	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓		
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0636
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre Game (Non Matchday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673
D14	2024	Weekend Post Game (Non Matchday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673
D16	2024	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D21	2024 + Dev (4,000)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓		
D22	2024 + Dev (4,000)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓		
D26	2024 + Dev (5,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓		
D30	2024 + Dev (9,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westfield Avenue (N)		Major
B	Site Access		Minor
C	Westfield Avenue (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Westfield Avenue (S)	6.80			74.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	9.10	4.20	3.00	3.00	3.00	✓	1.00	26	30

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	533	0.094	0.237	0.149	0.338
B-C	714	0.106	0.267	-	-
C-B	617	0.231	0.231	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	221	100.000
B - Site Access		ONE HOUR	✓	47	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)	
A - Westfield Avenue (N)	0	52	169	
B - Site Access	35	0	12	
C - Westfield Avenue (S)	276	18	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)	
A - Westfield Avenue (N)	0	0	1	
B - Site Access	0	0	0	
C - Westfield Avenue (S)	0	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-C	0.02	5.72	0.0	A	11	17
B-A	0.09	9.17	0.1	A	32	48
C-AB	0.04	5.14	0.1	A	25	38
C-A					244	367
A-B					48	72
A-C					155	233

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	665	0.014	9	0.0	0.0	5.483	A
B-A	26	7	463	0.057	26	0.0	0.1	8.232	A
C-AB	19	5	719	0.026	19	0.0	0.0	5.139	A
C-A	202	51			202				
A-B	39	10			39				
A-C	127	32			127				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	656	0.016	11	0.0	0.0	5.581	A
B-A	31	8	450	0.070	31	0.1	0.1	8.606	A
C-AB	24	6	740	0.033	24	0.0	0.0	5.027	A
C-A	240	60			240				
A-B	47	12			47				
A-C	152	38			152				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	642	0.021	13	0.0	0.0	5.722	A
B-A	39	10	431	0.089	38	0.1	0.1	9.169	A
C-AB	33	8	770	0.043	33	0.0	0.1	4.883	A
C-A	291	73			291				
A-B	57	14			57				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	642	0.021	13	0.0	0.0	5.723	A
B-A	39	10	431	0.089	39	0.1	0.1	9.173	A
C-AB	33	8	770	0.043	33	0.1	0.1	4.884	A
C-A	291	73			291				
A-B	57	14			57				
A-C	186	47			186				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	656	0.016	11	0.0	0.0	5.584	A
B-A	31	8	450	0.070	32	0.1	0.1	8.614	A
C-AB	24	6	740	0.033	24	0.1	0.0	5.028	A
C-A	240	60			240				
A-B	47	12			47				
A-C	152	38			152				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	665	0.014	9	0.0	0.0	5.484	A
B-A	26	7	463	0.057	26	0.1	0.1	8.243	A
C-AB	19	5	720	0.027	19	0.0	0.0	5.142	A
C-A	202	51			202				
A-B	39	10			39				
A-C	127	32			127				

2019, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	249	100.000
B - Site Access		ONE HOUR	✓	70	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	167	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	62	187
	B - Site Access	49	0	21
	C - Westfield Avenue (S)	144	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.04	5.93	0.0	A	19	29
B-A	0.12	9.20	0.1	A	45	67
C-AB	0.05	5.74	0.1	A	27	40
C-A					127	190
A-B					57	85
A-C					172	257

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	4	658	0.024	16	0.0	0.0	5.607	A
B-A	37	9	473	0.078	37	0.0	0.1	8.241	A
C-AB	21	5	648	0.032	21	0.0	0.0	5.739	A
C-A	105	26			105				
A-B	47	12			47				
A-C	141	35			141				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	646	0.029	19	0.0	0.0	5.736	A
B-A	44	11	461	0.095	44	0.1	0.1	8.620	A
C-AB	26	6	654	0.039	26	0.0	0.1	5.729	A
C-A	124	31			124				
A-B	56	14			56				
A-C	168	42			168				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	631	0.037	23	0.0	0.0	5.925	A
B-A	54	13	445	0.121	54	0.1	0.1	9.191	A
C-AB	33	8	664	0.050	33	0.1	0.1	5.710	A
C-A	151	38			151				
A-B	68	17			68				
A-C	206	51			206				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	631	0.037	23	0.0	0.0	5.926	A
B-A	54	13	445	0.121	54	0.1	0.1	9.197	A
C-AB	33	8	664	0.050	33	0.1	0.1	5.714	A
C-A	151	38			151				
A-B	68	17			68				
A-C	206	51			206				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	646	0.029	19	0.0	0.0	5.739	A
B-A	44	11	461	0.095	44	0.1	0.1	8.630	A
C-AB	26	6	654	0.039	26	0.1	0.1	5.732	A
C-A	124	31			124				
AB	56	14			56				
AC	168	42			168				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	4	658	0.024	16	0.0	0.0	5.609	A
B-A	37	9	473	0.078	37	0.1	0.1	8.258	A
C-AB	21	5	648	0.032	21	0.1	0.0	5.743	A
C-A	105	26			105				
AB	47	12			47				
AC	141	35			141				

2019, Weekday Early Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	219	100.000
B - Site Access		ONE HOUR	✓	88	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	55	164
	B - Site Access	65	0	23
	C - Westfield Avenue (S)	111	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.04	5.94	0.0	A	21	32
B-A	0.16	9.26	0.2	A	60	89
C-AB	0.03	5.78	0.0	A	16	25
C-A					99	149
AB					50	76
AC					150	226

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	659	0.026	17	0.0	0.0	5.613	A
B-A	49	12	483	0.101	48	0.0	0.1	8.268	A
C-AB	13	3	636	0.020	13	0.0	0.0	5.779	A
C-A	82	20			82				
AB	41	10			41				
AC	123	31			123				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	647	0.032	21	0.0	0.0	5.745	A
B-A	58	15	474	0.123	58	0.1	0.1	8.663	A
C-AB	16	4	640	0.025	16	0.0	0.0	5.770	A
C-A	97	24			97				
AB	49	12			49				
AC	147	37			147				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	631	0.040	25	0.0	0.0	5.942	A
B-A	72	18	460	0.155	71	0.1	0.2	9.248	A
C-AB	20	5	646	0.032	20	0.0	0.0	5.757	A
C-A	118	30			118				
AB	61	15			61				
AC	181	45			181				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	631	0.040	25	0.0	0.0	5.942	A
B-A	72	18	460	0.155	72	0.2	0.2	9.256	A
C-AB	20	5	646	0.032	20	0.0	0.0	5.757	A
C-A	118	30			118				
AB	61	15			61				
AC	181	45			181				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	647	0.032	21	0.0	0.0	5.747	A
B-A	58	15	474	0.123	59	0.2	0.1	8.675	A
C-AB	16	4	640	0.025	16	0.0	0.0	5.773	A
C-A	97	24			97				
AB	49	12			49				
AC	147	37			147				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	658	0.026	17	0.0	0.0	5.617	A
B-A	49	12	483	0.101	49	0.1	0.1	8.290	A
C-AB	13	3	636	0.020	13	0.0	0.0	5.782	A
C-A	82	20			82				
AB	41	10			41				
AC	123	31			123				

2019, Weekday Late Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	70	100.000
B - Site Access		ONE HOUR	✓	34	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	5	65
	B - Site Access	28	0	6
	C - Westfield Avenue (S)	62	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.32	0.0	A	6	8
B-A	0.06	7.59	0.1	A	26	39
C-AB	0.00	5.67	0.0	A	1	2
C-A					57	85
A-B					5	7
A-C					60	89

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	693	0.007	4	0.0	0.0	5.228	A
B-A	21	5	514	0.041	21	0.0	0.0	7.304	A
C-AB	0.81	0.20	636	0.001	0.81	0.0	0.0	5.667	A
C-A	47	12			47				
A-B	4	0.94			4				
A-C	49	12			49				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	689	0.008	5	0.0	0.0	5.267	A
B-A	25	6	510	0.049	25	0.0	0.1	7.424	A
C-AB	0.99	0.25	640	0.002	0.98	0.0	0.0	5.635	A
C-A	56	14			56				
A-B	4	1			4				
A-C	58	15			58				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	683	0.010	7	0.0	0.0	5.320	A
B-A	31	8	505	0.061	31	0.1	0.1	7.593	A
C-AB	1	0.31	645	0.002	1	0.0	0.0	5.592	A
C-A	68	17			68				
A-B	6	1			6				
A-C	72	18			72				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	683	0.010	7	0.0	0.0	5.320	A
B-A	31	8	505	0.061	31	0.1	0.1	7.593	A
C-AB	1	0.31	645	0.002	1	0.0	0.0	5.592	A
C-A	68	17			68				
A-B	6	1			6				
A-C	72	18			72				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	689	0.008	5	0.0	0.0	5.269	A
B-A	25	6	510	0.049	25	0.1	0.1	7.429	A
C-AB	0.99	0.25	640	0.002	0.99	0.0	0.0	5.635	A
C-A	56	14			56				
AB	4	1			4				
AC	58	15			58				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	693	0.007	5	0.0	0.0	5.231	A
B-A	21	5	514	0.041	21	0.1	0.0	7.311	A
C-AB	0.81	0.20	636	0.001	0.81	0.0	0.0	5.669	A
C-A	47	12			47				
AB	4	0.94			4				
AC	49	12			49				

2019, Weekend Pre Game (Non Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre Game (Non Matchday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	149	100.000
B - Site Access		ONE HOUR	✓	35	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	29	120
B - Site Access	27	0	8
C - Westfield Avenue (S)	92	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.01	5.49	0.0	A	7	11
B-A	0.06	7.97	0.1	A	25	37
C-AB	0.01	5.68	0.0	A	5	8
C-A					84	126
A-B					27	40
A-C					110	165

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	680	0.009	6	0.0	0.0	5.339	A
B-A	20	5	498	0.041	20	0.0	0.0	7.535	A
C-AB	4	1	638	0.007	4	0.0	0.0	5.681	A
C-A	69	17			69				
A-B	22	5			22				
A-C	90	23			90				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	674	0.011	7	0.0	0.0	5.402	A
B-A	24	6	491	0.049	24	0.0	0.1	7.712	A
C-AB	5	1	642	0.008	5	0.0	0.0	5.652	A
C-A	82	21			82				
A-B	26	7			26				
A-C	108	27			108				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	664	0.013	9	0.0	0.0	5.491	A
B-A	30	7	482	0.062	30	0.1	0.1	7.964	A
C-AB	7	2	648	0.010	7	0.0	0.0	5.611	A
C-A	100	25			100				
A-B	32	8			32				
A-C	132	33			132				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	664	0.013	9	0.0	0.0	5.491	A
B-A	30	7	482	0.062	30	0.1	0.1	7.966	A
C-AB	7	2	648	0.010	7	0.0	0.0	5.611	A
C-A	100	25			100				
A-B	32	8			32				
A-C	132	33			132				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	673	0.011	7	0.0	0.0	5.402	A
B-A	24	6	491	0.049	24	0.1	0.1	7.716	A
C-AB	5	1	642	0.008	5	0.0	0.0	5.652	A
C-A	82	21			82				
A-B	26	7			26				
A-C	108	27			108				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	680	0.009	6	0.0	0.0	5.342	A
B-A	20	5	498	0.041	20	0.1	0.0	7.539	A
C-AB	4	1	638	0.007	4	0.0	0.0	5.681	A
C-A	69	17			69				
A-B	22	5			22				
A-C	90	23			90				

2019, Weekend Post Game (Non Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post Game (Non Matchday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	135	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	20	115
	B - Site Access	39	0	7
	C - Westfield Avenue (S)	122	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.50	0.0	A	6	10
B-A	0.09	8.23	0.1	A	36	54
C-AB	0.00	5.50	0.0	A	1	2
C-A					112	168
AB					18	28
AC					106	158

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	679	0.008	5	0.0	0.0	5.345	A
B-A	29	7	497	0.059	29	0.0	0.1	7.690	A
C-AB	0.88	0.22	655	0.001	0.87	0.0	0.0	5.500	A
C-A	92	23			92				
AB	15	4			15				
AC	87	22			87				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	672	0.009	6	0.0	0.0	5.410	A
B-A	35	9	490	0.072	35	0.1	0.1	7.910	A
C-AB	1	0.27	663	0.002	1	0.0	0.0	5.438	A
C-A	109	27			109				
AB	18	4			18				
AC	103	26			103				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	662	0.012	8	0.0	0.0	5.503	A
B-A	43	11	480	0.089	43	0.1	0.1	8.227	A
C-AB	1	0.34	674	0.002	1	0.0	0.0	5.354	A
C-A	134	34			134				
AB	22	6			22				
AC	127	32			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	662	0.012	8	0.0	0.0	5.503	A
B-A	43	11	480	0.089	43	0.1	0.1	8.228	A
C-AB	1	0.34	674	0.002	1	0.0	0.0	5.354	A
C-A	134	34			134				
A-B	22	6			22				
A-C	127	32			127				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	672	0.009	6	0.0	0.0	5.411	A
B-A	35	9	490	0.072	35	0.1	0.1	7.916	A
C-AB	1	0.27	663	0.002	1	0.0	0.0	5.440	A
C-A	109	27			109				
A-B	18	4			18				
A-C	103	26			103				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	679	0.008	5	0.0	0.0	5.348	A
B-A	29	7	497	0.059	29	0.1	0.1	7.700	A
C-AB	0.88	0.22	655	0.001	0.88	0.0	0.0	5.500	A
C-A	92	23			92				
A-B	15	4			15				
A-C	87	22			87				

2019, Weekend Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	189	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	51	138
	B - Site Access	27	0	9
	C - Westfield Avenue (S)	124	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.57	0.0	A	8	12
B-A	0.06	8.30	0.1	A	25	37
C-AB	0.04	5.73	0.1	A	23	35
C-A					110	164
AB					47	70
AC					127	190

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	675	0.010	7	0.0	0.0	5.389	A
B-A	20	5	485	0.042	20	0.0	0.0	7.736	A
C-AB	18	5	647	0.029	18	0.0	0.0	5.723	A
C-A	91	23			91				
AB	38	10			38				
AC	104	26			104				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	667	0.012	8	0.0	0.0	5.463	A
B-A	24	6	476	0.051	24	0.0	0.1	7.966	A
C-AB	23	6	654	0.035	23	0.0	0.0	5.708	A
C-A	108	27			108				
AB	46	11			46				
AC	124	31			124				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	656	0.015	10	0.0	0.0	5.569	A
B-A	30	7	463	0.064	30	0.1	0.1	8.299	A
C-AB	29	7	663	0.044	29	0.0	0.1	5.683	A
C-A	130	33			130				
AB	56	14			56				
AC	152	38			152				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	656	0.015	10	0.0	0.0	5.569	A
B-A	30	7	463	0.064	30	0.1	0.1	8.301	A
C-AB	29	7	663	0.044	29	0.1	0.1	5.684	A
C-A	130	33			130				
AB	56	14			56				
AC	152	38			152				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	667	0.012	8	0.0	0.0	5.464	A
B-A	24	6	476	0.051	24	0.1	0.1	7.970	A
C-AB	23	6	654	0.035	23	0.1	0.0	5.707	A
C-A	108	27			108				
AB	46	11			46				
AC	124	31			124				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	675	0.010	7	0.0	0.0	5.390	A
B-A	20	5	485	0.042	20	0.1	0.0	7.744	A
C-AB	19	5	647	0.029	19	0.0	0.0	5.727	A
C-A	91	23			91				
AB	38	10			38				
AC	104	26			104				

2019, Weekend Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	164	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	29	135
B - Site Access	58	0	32
C - Westfield Avenue (S)	110	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.05	5.89	0.1	A	29	44
B-A	0.13	8.75	0.2	A	53	80
C-AB	0.01	5.61	0.0	A	3	5
C-A					100	151
A-B					27	40
A-C					124	186

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	669	0.036	24	0.0	0.0	5.582	A
B-A	44	11	494	0.088	43	0.0	0.1	7.988	A
C-AB	3	0.65	644	0.004	3	0.0	0.0	5.608	A
C-A	82	21			82				
A-B	22	5			22				
A-C	102	25			102				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	659	0.044	29	0.0	0.0	5.707	A
B-A	52	13	486	0.107	52	0.1	0.1	8.295	A
C-AB	3	0.80	650	0.005	3	0.0	0.0	5.565	A
C-A	98	25			98				
A-B	26	7			26				
A-C	121	30			121				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	646	0.055	35	0.0	0.1	5.889	A
B-A	64	16	475	0.134	64	0.1	0.2	8.743	A
C-AB	4	1	658	0.006	4	0.0	0.0	5.505	A
C-A	120	30			120				
A-B	32	8			32				
A-C	149	37			149				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	646	0.055	35	0.1	0.1	5.889	A
B-A	64	16	475	0.134	64	0.2	0.2	8.748	A
C-AB	4	1	658	0.006	4	0.0	0.0	5.507	A
C-A	120	30			120				
A-B	32	8			32				
A-C	149	37			149				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	659	0.044	29	0.1	0.0	5.711	A
B-A	52	13	486	0.107	52	0.2	0.1	8.303	A
C-AB	3	0.80	650	0.005	3	0.0	0.0	5.567	A
C-A	98	25			98				
AB	26	7			26				
AC	121	30			121				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	668	0.036	24	0.0	0.0	5.589	A
B-A	44	11	494	0.088	44	0.1	0.1	8.004	A
C-AB	3	0.65	644	0.004	3	0.0	0.0	5.608	A
C-A	82	21			82				
AB	22	5			22				
AC	102	25			102				

2024, Weekday AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0619

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	235	100.000
B - Site Access		ONE HOUR	✓	50	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	55	179
	B - Site Access	37	0	13
	C - Westfield Avenue (S)	293	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.77	0.0	A	12	18
B-A	0.10	9.38	0.1	A	34	51
C-AB	0.05	5.11	0.1	A	28	42
C-A					259	388
AB					51	76
AC					165	247

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	662	0.014	10	0.0	0.0	5.513	A
B-A	28	7	459	0.061	28	0.0	0.1	8.343	A
C-AB	21	5	726	0.028	21	0.0	0.0	5.102	A
C-A	214	54			214				
AB	42	10			42				
AC	135	34			135				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	652	0.018	11	0.0	0.0	5.619	A
B-A	33	8	445	0.075	33	0.1	0.1	8.755	A
C-AB	27	7	748	0.036	27	0.0	0.0	4.986	A
C-A	254	64			254				
AB	50	12			50				
AC	161	40			161				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	638	0.022	14	0.0	0.0	5.773	A
B-A	41	10	425	0.096	41	0.1	0.1	9.377	A
C-AB	36	9	780	0.046	36	0.0	0.1	4.838	A
C-A	308	77			308				
AB	61	15			61				
AC	198	49			198				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	638	0.022	14	0.0	0.0	5.773	A
B-A	41	10	425	0.096	41	0.1	0.1	9.381	A
C-AB	36	9	780	0.046	36	0.1	0.1	4.841	A
C-A	308	77			308				
AB	61	15			61				
AC	198	49			198				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	652	0.018	11	0.0	0.0	5.620	A
B-A	33	8	444	0.075	34	0.1	0.1	8.761	A
C-AB	27	7	748	0.036	27	0.1	0.0	4.990	A
C-A	254	64			254				
AB	50	12			50				
AC	161	40			161				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	662	0.014	10	0.0	0.0	5.517	A
B-A	28	7	459	0.061	28	0.1	0.1	8.357	A
C-AB	21	5	726	0.029	21	0.0	0.0	5.105	A
C-A	214	54			214				
AB	42	10			42				
AC	135	34			135				

2024, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	265	100.000
B - Site Access		ONE HOUR	✓	74	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	66	199
	B - Site Access	52	0	22
	C - Westfield Avenue (S)	153	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.04	6.00	0.0	A	20	31
B-A	0.13	9.41	0.1	A	48	72
C-AB	0.05	5.74	0.1	A	29	43
C-A					134	201
A-B					61	91
A-C					183	274

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	654	0.026	17	0.0	0.0	5.648	A
B-A	39	10	469	0.084	39	0.0	0.1	8.357	A
C-AB	22	6	650	0.034	22	0.0	0.0	5.734	A
C-A	111	28			111				
A-B	50	12			50				
A-C	150	37			150				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	642	0.031	20	0.0	0.0	5.788	A
B-A	47	12	457	0.103	47	0.1	0.1	8.775	A
C-AB	28	7	657	0.042	28	0.0	0.1	5.724	A
C-A	132	33			132				
A-B	59	15			59				
A-C	179	45			179				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	625	0.039	25	0.0	0.0	5.995	A
B-A	57	14	440	0.130	57	0.1	0.1	9.407	A
C-AB	36	9	667	0.054	36	0.1	0.1	5.707	A
C-A	159	40			159				
A-B	73	18			73				
A-C	219	55			219				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	625	0.039	25	0.0	0.0	5.996	A
B-A	57	14	440	0.130	57	0.1	0.1	9.413	A
C-AB	36	9	667	0.054	36	0.1	0.1	5.709	A
C-A	159	40			159				
A-B	73	18			73				
A-C	219	55			219				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	642	0.031	20	0.0	0.0	5.789	A
B-A	47	12	457	0.103	47	0.1	0.1	8.787	A
C-AB	28	7	657	0.042	28	0.1	0.1	5.727	A
C-A	132	33			132				
A-B	59	15			59				
A-C	179	45			179				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	654	0.026	17	0.0	0.0	5.650	A
B-A	39	10	469	0.084	39	0.1	0.1	8.375	A
C-AB	22	6	650	0.035	22	0.1	0.0	5.738	A
C-A	111	28			111				
A-B	50	12			50				
A-C	150	37			150				

2024, Weekday Early Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	233	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	58	174
B - Site Access	69	0	24
C - Westfield Avenue (S)	118	16	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.04	6.02	0.0	A	22	34
B-A	0.17	9.48	0.2	A	63	95
C-AB	0.03	5.78	0.0	A	18	27
C-A					105	158
A-B					54	81
A-C					160	240

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	655	0.028	18	0.0	0.0	5.655	A
B-A	52	13	480	0.108	52	0.0	0.1	8.388	A
C-AB	14	3	637	0.022	14	0.0	0.0	5.776	A
C-A	87	22			87				
A-B	44	11			44				
A-C	131	33			131				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	643	0.034	22	0.0	0.0	5.799	A
B-A	62	16	470	0.132	62	0.1	0.2	8.820	A
C-AB	17	4	641	0.027	17	0.0	0.0	5.766	A
C-A	103	26			103				
A-B	53	13			53				
A-C	157	39			157				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	625	0.043	27	0.0	0.0	6.015	A
B-A	76	19	456	0.167	76	0.2	0.2	9.470	A
C-AB	22	6	648	0.034	22	0.0	0.0	5.753	A
C-A	126	31			126				
A-B	64	16			64				
A-C	192	48			192				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	625	0.043	27	0.0	0.0	6.016	A
B-A	76	19	456	0.167	76	0.2	0.2	9.479	A
C-AB	22	6	648	0.034	22	0.0	0.0	5.753	A
C-A	126	31			126				
A-B	64	16			64				
A-C	192	48			192				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	643	0.034	22	0.0	0.0	5.801	A
B-A	62	16	470	0.132	62	0.2	0.2	8.835	A
C-AB	17	4	641	0.027	17	0.0	0.0	5.767	A
C-A	103	26			103				
A-B	53	13			53				
A-C	157	39			157				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	655	0.028	18	0.0	0.0	5.657	A
B-A	52	13	480	0.108	52	0.2	0.1	8.413	A
C-AB	14	3	637	0.022	14	0.0	0.0	5.779	A
C-A	87	22			87				
A-B	44	11			44				
A-C	131	33			131				

2024, Weekday Late Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	74	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	5	69
B - Site Access	30	0	6
C - Westfield Avenue (S)	66	1	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.01	5.34	0.0	A	6	9
B-A	0.07	7.65	0.1	A	27	41
C-AB	0.00	5.66	0.0	A	1	2
C-A					60	91
AB					5	7
AC					63	95

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	692	0.007	5	0.0	0.0	5.241	A
B-A	22	6	512	0.044	22	0.0	0.0	7.342	A
C-AB	0.87	0.22	637	0.001	0.86	0.0	0.0	5.656	A
C-A	50	12			50				
AB	4	1			4				
AC	52	13			52				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	687	0.008	6	0.0	0.0	5.282	A
B-A	27	7	509	0.053	27	0.0	0.1	7.471	A
C-AB	1	0.26	641	0.002	1	0.0	0.0	5.623	A
C-A	59	15			59				
AB	5	1			5				
AC	62	16			62				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	681	0.010	7	0.0	0.0	5.339	A
B-A	33	8	503	0.065	33	0.1	0.1	7.654	A
C-AB	1	0.33	647	0.002	1	0.0	0.0	5.577	A
C-A	72	18			72				
AB	6	1			6				
AC	76	19			76				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	681	0.010	7	0.0	0.0	5.339	A
B-A	33	8	503	0.065	33	0.1	0.1	7.654	A
C-AB	1	0.33	647	0.002	1	0.0	0.0	5.579	A
C-A	72	18			72				
A-B	6	1			6				
A-C	76	19			76				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	687	0.008	6	0.0	0.0	5.284	A
B-A	27	7	509	0.053	27	0.1	0.1	7.476	A
C-AB	1	0.26	641	0.002	1	0.0	0.0	5.623	A
C-A	59	15			59				
A-B	5	1			5				
A-C	62	16			62				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	692	0.007	5	0.0	0.0	5.243	A
B-A	22	6	512	0.044	22	0.1	0.0	7.349	A
C-AB	0.87	0.22	637	0.001	0.87	0.0	0.0	5.658	A
C-A	50	12			50				
A-B	4	1			4				
A-C	52	13			52				

2024, Weekend Pre Game (Non Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre Game (Non Matchday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	159	100.000
B - Site Access		ONE HOUR	✓	37	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	31	128
B - Site Access	29	0	9
C - Westfield Avenue (S)	98	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.01	5.52	0.0	A	8	12
B-A	0.07	8.06	0.1	A	26	40
C-AB	0.01	5.67	0.0	A	6	9
C-A					89	134
A-B					28	43
A-C					118	176

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	678	0.009	6	0.0	0.0	5.361	A
B-A	22	5	495	0.044	22	0.0	0.0	7.594	A
C-A	73	18			73				
A-B	23	6			23				
A-C	96	24			96				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	671	0.011	8	0.0	0.0	5.431	A
B-A	26	6	488	0.053	26	0.0	0.1	7.790	A
C-AB	6	1	644	0.009	6	0.0	0.0	5.640	A
C-A	88	22			88				
A-B	28	7			28				
A-C	115	29			115				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	661	0.014	9	0.0	0.0	5.524	A
B-A	32	8	478	0.066	32	0.1	0.1	8.063	A
C-AB	7	2	650	0.011	7	0.0	0.0	5.598	A
C-A	107	27			107				
A-B	34	9			34				
A-C	141	35			141				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	661	0.014	9	0.0	0.0	5.524	A
B-A	32	8	478	0.066	32	0.1	0.1	8.063	A
C-AB	7	2	650	0.011	7	0.0	0.0	5.598	A
C-A	107	27			107				
A-B	34	9			34				
A-C	141	35			141				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	671	0.011	8	0.0	0.0	5.431	A
B-A	26	6	488	0.053	26	0.1	0.1	7.790	A
C-AB	6	1	644	0.009	6	0.0	0.0	5.640	A
C-A	88	22			88				
A-B	28	7			28				
A-C	115	29			115				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	678	0.009	6	0.0	0.0	5.361	A
B-A	22	5	495	0.044	22	0.1	0.0	7.599	A
C-AB	5	1	639	0.007	5	0.0	0.0	5.671	A
C-A	73	18			73				
A-B	23	6			23				
A-C	96	24			96				

2024, Weekend Post Game (Non Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post Game (Non Matchday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	144	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	21	123
B - Site Access	42	0	7
C - Westfield Avenue (S)	130	1	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.01	5.54	0.0	A	7	10
B-A	0.10	8.35	0.1	A	38	57
C-AB	0.00	5.48	0.0	A	1	2
C-A					119	179
AB					20	29
AC					113	169

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	676	0.008	6	0.0	0.0	5.367	A
B-A	31	8	495	0.063	31	0.0	0.1	7.763	A
C-AB	0.94	0.24	658	0.001	0.94	0.0	0.0	5.479	A
C-A	98	24			98				
AB	16	4			16				
AC	92	23			92				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	669	0.010	7	0.0	0.0	5.437	A
B-A	37	9	487	0.077	37	0.1	0.1	8.002	A
C-AB	1	0.29	666	0.002	1	0.0	0.0	5.413	A
C-A	117	29			117				
AB	19	5			19				
AC	110	28			110				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	658	0.013	8	0.0	0.0	5.538	A
B-A	46	11	477	0.096	46	0.1	0.1	8.348	A
C-AB	1	0.37	678	0.002	1	0.0	0.0	5.323	A
C-A	143	36			143				
AB	24	6			24				
AC	135	34			135				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	658	0.013	8	0.0	0.0	5.538	A
B-A	46	11	477	0.096	46	0.1	0.1	8.351	A
C-AB	1	0.37	678	0.002	1	0.0	0.0	5.325	A
C-A	143	36			143				
A-B	24	6			24				
A-C	135	34			135				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	669	0.010	7	0.0	0.0	5.438	A
B-A	37	9	487	0.077	38	0.1	0.1	8.007	A
C-AB	1	0.29	666	0.002	1	0.0	0.0	5.415	A
C-A	117	29			117				
A-B	19	5			19				
A-C	110	28			110				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	676	0.008	6	0.0	0.0	5.371	A
B-A	31	8	495	0.063	31	0.1	0.1	7.774	A
C-AB	0.95	0.24	658	0.001	0.95	0.0	0.0	5.479	A
C-A	98	24			98				
A-B	16	4			16				
A-C	92	23			92				

2024, Weekend Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	202	100.000
B - Site Access		ONE HOUR	✓	38	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	54	147
B - Site Access	29	0	10
C - Westfield Avenue (S)	132	22	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.02	5.61	0.0	A	9	13
B-A	0.07	8.43	0.1	A	26	40
C-AB	0.05	5.72	0.1	A	25	38
C-A					117	175
A-B					50	75
A-C					135	203

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	672	0.011	7	0.0	0.0	5.414	A
B-A	22	5	482	0.045	22	0.0	0.0	7.811	A
C-AB	20	5	650	0.031	20	0.0	0.0	5.715	A
C-A	97	24			97				
A-B	41	10			41				
A-C	111	28			111				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	664	0.013	9	0.0	0.0	5.494	A
B-A	26	6	472	0.055	26	0.0	0.1	8.062	A
C-AB	25	6	656	0.038	25	0.0	0.1	5.698	A
C-A	114	29			114				
A-B	49	12			49				
A-C	132	33			132				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	652	0.016	11	0.0	0.0	5.609	A
B-A	32	8	459	0.069	32	0.1	0.1	8.429	A
C-AB	32	8	666	0.048	32	0.1	0.1	5.676	A
C-A	139	35			139				
A-B	60	15			60				
A-C	162	41			162				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	652	0.016	11	0.0	0.0	5.609	A
B-A	32	8	459	0.069	32	0.1	0.1	8.431	A
C-AB	32	8	666	0.048	32	0.1	0.1	5.679	A
C-A	139	35			139				
A-B	60	15			60				
A-C	162	41			162				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	664	0.013	9	0.0	0.0	5.497	A
B-A	26	6	472	0.055	26	0.1	0.1	8.066	A
C-AB	25	6	656	0.038	25	0.1	0.1	5.701	A
C-A	114	29			114				
A-B	49	12			49				
A-C	132	33			132				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	672	0.011	7	0.0	0.0	5.415	A
B-A	22	5	482	0.045	22	0.1	0.0	7.821	A
C-AB	20	5	650	0.031	20	0.1	0.0	5.721	A
C-A	97	24			97				
A-B	41	10			41				
A-C	111	28			111				

2024, Weekend Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	175	100.000
B - Site Access		ONE HOUR	✓	96	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	31	144
	B - Site Access	62	0	34
	C - Westfield Avenue (S)	117	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	0
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.06	5.96	0.1	A	31	47
B-A	0.14	8.93	0.2	A	57	85
C-AB	0.01	5.59	0.0	A	4	5
C-A					107	161
AB					28	43
AC					132	198

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	666	0.039	26	0.0	0.0	5.623	A
B-A	47	12	491	0.095	46	0.0	0.1	8.087	A
C-AB	3	0.70	646	0.004	3	0.0	0.0	5.593	A
C-A	88	22			88				
AB	23	6			23				
AC	108	27			108				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	656	0.047	31	0.0	0.0	5.760	A
B-A	56	14	483	0.115	56	0.1	0.1	8.425	A
C-AB	3	0.86	652	0.005	3	0.0	0.0	5.547	A
C-A	105	26			105				
AB	28	7			28				
AC	130	32			130				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	642	0.059	38	0.0	0.1	5.959	A
B-A	68	17	471	0.145	68	0.1	0.2	8.924	A
C-AB	4	1	661	0.007	4	0.0	0.0	5.483	A
C-A	128	32			128				
AB	34	9			34				
AC	159	40			159				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	642	0.059	38	0.1	0.1	5.960	A
B-A	68	17	471	0.145	68	0.2	0.2	8.926	A
C-AB	4	1	661	0.007	4	0.0	0.0	5.485	A
C-A	128	32			128				
A-B	34	9			34				
A-C	159	40			159				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	655	0.047	31	0.1	0.0	5.762	A
B-A	56	14	483	0.115	56	0.2	0.1	8.436	A
C-AB	3	0.86	652	0.005	3	0.0	0.0	5.547	A
C-A	105	26			105				
A-B	28	7			28				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	665	0.039	26	0.0	0.0	5.628	A
B-A	47	12	491	0.095	47	0.1	0.1	8.107	A
C-AB	3	0.70	646	0.004	3	0.0	0.0	5.593	A
C-A	88	22			88				
A-B	23	6			23				
A-C	108	27			108				

2024 + Dev, Weekday AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	216	100.000
B - Site Access		ONE HOUR	✓	154	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	25	191
	B - Site Access	120	0	34
	C - Westfield Avenue (S)	289	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.06	6.55	0.1	A	31	47
B-A	0.31	12.10	0.4	B	110	165
C-AB	0.02	5.00	0.0	A	10	15
C-A					262	392
AB					23	34
AC					175	263

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	636	0.040	25	0.0	0.0	5.896	A
B-A	90	23	462	0.195	89	0.0	0.2	9.629	A
C-AB	8	2	727	0.010	7	0.0	0.0	5.004	A
C-A	215	54			215				
AB	19	5			19				
AC	144	36			144				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	617	0.050	31	0.0	0.1	6.140	A
B-A	108	27	449	0.240	108	0.2	0.3	10.548	B
C-AB	10	2	749	0.013	10	0.0	0.0	4.867	A
C-A	256	64			256				
AB	22	6			22				
AC	172	43			172				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	587	0.064	37	0.1	0.1	6.546	A
B-A	132	33	429	0.308	132	0.3	0.4	12.065	B
C-AB	13	3	781	0.017	13	0.0	0.0	4.689	A
C-A	313	78			313				
AB	28	7			28				
AC	210	53			210				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	587	0.064	37	0.1	0.1	6.550	A
B-A	132	33	429	0.308	132	0.4	0.4	12.103	B
C-AB	13	3	781	0.017	13	0.0	0.0	4.689	A
C-A	313	78			313				
AB	28	7			28				
AC	210	53			210				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	616	0.050	31	0.1	0.1	6.149	A
B-A	108	27	449	0.240	108	0.4	0.3	10.597	B
C-AB	10	2	749	0.013	10	0.0	0.0	4.867	A
C-A	256	64			256				
AB	22	6			22				
AC	172	43			172				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	635	0.040	26	0.1	0.0	5.908	A
B-A	90	23	462	0.195	91	0.3	0.2	9.692	A
C-AB	8	2	727	0.010	8	0.0	0.0	5.004	A
C-A	215	54			215				
AB	19	5			19				
AC	144	36			144				

2024 + Dev, Weekday PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	289	100.000
B - Site Access		ONE HOUR	✓	69	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	111	178
	B - Site Access	53	0	16
	C - Westfield Avenue (S)	131	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.03	5.93	0.0	A	15	22
B-A	0.13	9.42	0.2	A	49	73
C-AB	0.07	6.03	0.1	A	38	56
C-A					113	169
AB					102	153
A-C					163	245

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	654	0.018	12	0.0	0.0	5.606	A
B-A	40	10	470	0.085	40	0.0	0.1	8.359	A
C-AB	29	7	634	0.046	29	0.0	0.1	5.949	A
C-A	94	24			94				
AB	84	21			84				
A-C	134	34			134				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	642	0.022	14	0.0	0.0	5.735	A
B-A	48	12	458	0.104	48	0.1	0.1	8.778	A
C-AB	36	9	638	0.057	36	0.1	0.1	5.984	A
C-A	111	28			111				
AB	100	25			100				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	625	0.028	18	0.0	0.0	5.926	A
B-A	58	15	441	0.132	58	0.1	0.2	9.414	A
C-AB	47	12	644	0.073	47	0.1	0.1	6.030	A
C-A	134	33			134				
AB	122	31			122				
A-C	196	49			196				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	625	0.028	18	0.0	0.0	5.927	A
B-A	58	15	441	0.132	58	0.2	0.2	9.417	A
C-AB	47	12	644	0.073	47	0.1	0.1	6.030	A
C-A	134	33			134				
AB	122	31			122				
A-C	196	49			196				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	642	0.022	14	0.0	0.0	5.736	A
B-A	48	12	458	0.104	48	0.2	0.1	8.790	A
C-AB	36	9	638	0.057	37	0.1	0.1	5.985	A
C-A	111	28			111				
A-B	100	25			100				
A-C	160	40			160				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	654	0.018	12	0.0	0.0	5.608	A
B-A	40	10	470	0.085	40	0.1	0.1	8.379	A
C-AB	29	7	634	0.046	30	0.1	0.1	5.954	A
C-A	94	24			94				
A-B	84	21			84				
A-C	134	34			134				

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	281	100.000
B - Site Access		ONE HOUR	✓	61	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	96	185
	B - Site Access	47	0	14
	C - Westfield Avenue (S)	137	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.88	0.0	A	13	19
B-A	0.12	9.25	0.1	A	43	65
C-AB	0.06	5.91	0.1	A	33	50
C-A					119	178
AB					88	132
AC					170	255

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	656	0.016	10	0.0	0.0	5.580	A
B-A	35	9	470	0.075	35	0.0	0.1	8.271	A
C-AB	26	7	639	0.041	26	0.0	0.1	5.873	A
C-A	99	25			99				
AB	72	18			72				
AC	139	35			139				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	644	0.020	13	0.0	0.0	5.701	A
B-A	42	11	458	0.092	42	0.1	0.1	8.659	A
C-AB	32	8	643	0.050	32	0.1	0.1	5.889	A
C-A	117	29			117				
AB	86	22			86				
AC	166	42			166				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	627	0.025	15	0.0	0.0	5.881	A
B-A	52	13	441	0.117	52	0.1	0.1	9.246	A
C-AB	42	10	650	0.064	42	0.1	0.1	5.914	A
C-A	141	35			141				
AB	106	26			106				
AC	204	51			204				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	627	0.025	15	0.0	0.0	5.881	A
B-A	52	13	441	0.117	52	0.1	0.1	9.252	A
C-AB	42	10	650	0.064	42	0.1	0.1	5.914	A
C-A	141	35			141				
AB	106	26			106				
AC	204	51			204				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	644	0.020	13	0.0	0.0	5.703	A
B-A	42	11	458	0.092	42	0.1	0.1	8.671	A
C-AB	32	8	643	0.050	32	0.1	0.1	5.895	A
C-A	117	29			117				
AB	86	22			86				
AC	166	42			166				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	655	0.016	11	0.0	0.0	5.583	A
B-A	35	9	470	0.075	35	0.1	0.1	8.289	A
C-AB	26	7	639	0.041	26	0.1	0.1	5.880	A
C-A	99	25			99				
AB	72	18			72				
AC	139	35			139				

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	132	100.000
B - Site Access		ONE HOUR	✓	31	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	48	84
	B - Site Access	24	0	7
	C - Westfield Avenue (S)	66	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.40	0.0	A	6	10
B-A	0.05	7.77	0.1	A	22	33
C-AB	0.03	5.85	0.0	A	14	21
C-A					59	89
AB					44	66
A-C					77	116

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	687	0.008	5	0.0	0.0	5.283	A
B-A	18	5	503	0.036	18	0.0	0.0	7.414	A
C-AB	11	3	627	0.018	11	0.0	0.0	5.844	A
C-A	49	12			49				
AB	36	9			36				
A-C	63	16			63				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	681	0.009	6	0.0	0.0	5.334	A
B-A	22	5	498	0.043	22	0.0	0.0	7.561	A
C-AB	14	3	630	0.022	14	0.0	0.0	5.847	A
C-A	58	15			58				
AB	43	11			43				
A-C	76	19			76				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	674	0.011	8	0.0	0.0	5.404	A
B-A	26	7	490	0.054	26	0.0	0.1	7.768	A
C-AB	17	4	633	0.028	17	0.0	0.0	5.852	A
C-A	71	18			71				
AB	53	13			53				
A-C	92	23			92				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	674	0.011	8	0.0	0.0	5.404	A
B-A	26	7	490	0.054	26	0.1	0.1	7.770	A
C-AB	17	4	633	0.028	17	0.0	0.0	5.854	A
C-A	71	18			71				
AB	53	13			53				
A-C	92	23			92				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	681	0.009	6	0.0	0.0	5.336	A
B-A	22	5	498	0.043	22	0.1	0.0	7.563	A
C-AB	14	3	630	0.022	14	0.0	0.0	5.848	A
C-A	58	15			58				
A-B	43	11			43				
A-C	76	19			76				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	686	0.008	5	0.0	0.0	5.284	A
B-A	18	5	503	0.036	18	0.0	0.0	7.421	A
C-AB	11	3	627	0.018	11	0.0	0.0	5.844	A
C-A	49	12			49				
A-B	36	9			36				
A-C	63	16			63				

2024 + Dev (4,000), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	169	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	37	132
	B - Site Access	46	0	14
	C - Westfield Avenue (S)	105	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.66	0.0	A	13	19
B-A	0.11	8.52	0.1	A	42	63
C-AB	0.02	5.70	0.0	A	12	18
C-A					95	142
AB					34	51
AC					121	182

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	672	0.016	10	0.0	0.0	5.444	A
B-A	35	9	492	0.070	34	0.0	0.1	7.863	A
C-AB	9	2	641	0.015	9	0.0	0.0	5.701	A
C-A	78	19			78				
AB	28	7			28				
AC	99	25			99				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	663	0.019	13	0.0	0.0	5.533	A
B-A	41	10	484	0.085	41	0.1	0.1	8.132	A
C-AB	12	3	646	0.018	12	0.0	0.0	5.676	A
C-A	93	23			93				
AB	33	8			33				
AC	119	30			119				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	651	0.024	15	0.0	0.0	5.660	A
B-A	51	13	473	0.107	51	0.1	0.1	8.521	A
C-AB	15	4	653	0.023	15	0.0	0.0	5.642	A
C-A	113	28			113				
AB	41	10			41				
AC	145	36			145				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	651	0.024	15	0.0	0.0	5.660	A
B-A	51	13	473	0.107	51	0.1	0.1	8.525	A
C-AB	15	4	653	0.023	15	0.0	0.0	5.645	A
C-A	113	28			113				
AB	41	10			41				
AC	145	36			145				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	663	0.019	13	0.0	0.0	5.533	A
B-A	41	10	484	0.085	41	0.1	0.1	8.139	A
C-AB	12	3	646	0.018	12	0.0	0.0	5.679	A
C-A	93	23			93				
AB	33	8			33				
AC	119	30			119				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	672	0.016	11	0.0	0.0	5.448	A
B-A	35	9	492	0.070	35	0.1	0.1	7.877	A
C-AB	9	2	641	0.015	9	0.0	0.0	5.703	A
C-A	78	19			78				
AB	28	7			28				
AC	99	25			99				

2024 + Dev (4,000), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	181	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	43	138
	B - Site Access	22	0	6
	C - Westfield Avenue (S)	127	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.52	0.0	A	6	8
B-A	0.05	8.14	0.1	A	20	30
C-AB	0.03	5.64	0.0	A	15	22
C-A					114	171
AB					39	59
A-C					127	190

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	676	0.007	4	0.0	0.0	5.357	A
B-A	17	4	487	0.034	16	0.0	0.0	7.641	A
C-AB	11	3	650	0.018	11	0.0	0.0	5.637	A
C-A	94	23			94				
AB	32	8			32				
A-C	104	26			104				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	669	0.008	5	0.0	0.0	5.424	A
B-A	20	5	479	0.041	20	0.0	0.0	7.846	A
C-AB	14	4	657	0.022	14	0.0	0.0	5.601	A
C-A	112	28			112				
AB	39	10			39				
A-C	124	31			124				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	659	0.010	7	0.0	0.0	5.518	A
B-A	24	6	466	0.052	24	0.0	0.1	8.140	A
C-AB	18	5	666	0.027	18	0.0	0.0	5.553	A
C-A	136	34			136				
AB	47	12			47				
A-C	152	38			152				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	659	0.010	7	0.0	0.0	5.518	A
B-A	24	6	466	0.052	24	0.1	0.1	8.141	A
C-AB	18	5	666	0.027	18	0.0	0.0	5.556	A
C-A	136	34			136				
AB	47	12			47				
A-C	152	38			152				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	669	0.008	5	0.0	0.0	5.424	A
B-A	20	5	479	0.041	20	0.1	0.0	7.849	A
C-AB	14	4	657	0.022	14	0.0	0.0	5.602	A
C-A	112	28			112				
A-B	39	10			39				
A-C	124	31			124				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	676	0.007	5	0.0	0.0	5.358	A
B-A	17	4	487	0.034	17	0.0	0.0	7.649	A
C-AB	11	3	650	0.018	12	0.0	0.0	5.640	A
C-A	94	23			94				
A-B	32	8			32				
A-C	104	26			104				

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	287	100.000
B - Site Access		ONE HOUR	✓	61	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	96	191
	B - Site Access	47	0	14
	C - Westfield Avenue (S)	147	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.90	0.0	A	13	19
B-A	0.12	9.33	0.1	A	43	65
C-AB	0.06	5.86	0.1	A	34	51
C-A					128	191
AB					88	132
AC					175	263

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	654	0.016	10	0.0	0.0	5.591	A
B-A	35	9	468	0.076	35	0.0	0.1	8.313	A
C-AB	26	7	643	0.041	26	0.0	0.1	5.837	A
C-A	106	27			106				
AB	72	18			72				
AC	144	36			144				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	642	0.020	13	0.0	0.0	5.715	A
B-A	42	11	455	0.093	42	0.1	0.1	8.715	A
C-AB	33	8	648	0.051	33	0.1	0.1	5.846	A
C-A	125	31			125				
AB	86	22			86				
AC	172	43			172				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	626	0.025	15	0.0	0.0	5.899	A
B-A	52	13	438	0.118	52	0.1	0.1	9.323	A
C-AB	42	11	657	0.065	42	0.1	0.1	5.860	A
C-A	151	38			151				
AB	106	26			106				
AC	210	53			210				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	626	0.025	15	0.0	0.0	5.899	A
B-A	52	13	438	0.118	52	0.1	0.1	9.329	A
C-AB	42	11	657	0.065	42	0.1	0.1	5.861	A
C-A	151	38			151				
AB	106	26			106				
AC	210	53			210				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	642	0.020	13	0.0	0.0	5.716	A
B-A	42	11	455	0.093	42	0.1	0.1	8.725	A
C-AB	33	8	649	0.051	33	0.1	0.1	5.849	A
C-A	125	31			125				
AB	86	22			86				
AC	172	43			172				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	654	0.016	11	0.0	0.0	5.592	A
B-A	35	9	468	0.076	35	0.1	0.1	8.329	A
C-AB	26	7	643	0.041	26	0.1	0.1	5.842	A
C-A	106	27			106				
AB	72	18			72				
AC	144	36			144				

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	138	100.000
B - Site Access		ONE HOUR	✓	31	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	48	90
	B - Site Access	24	0	7
	C - Westfield Avenue (S)	66	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.42	0.0	A	6	10
B-A	0.05	7.80	0.1	A	22	33
C-AB	0.03	5.87	0.0	A	14	21
C-A					59	89
AB					44	66
A-C					83	124

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	685	0.008	5	0.0	0.0	5.293	A
B-A	18	5	502	0.036	18	0.0	0.0	7.430	A
C-AB	11	3	626	0.018	11	0.0	0.0	5.853	A
C-A	49	12			49				
AB	36	9			36				
A-C	68	17			68				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	680	0.009	6	0.0	0.0	5.345	A
B-A	22	5	496	0.043	22	0.0	0.0	7.581	A
C-AB	14	3	628	0.022	14	0.0	0.0	5.858	A
C-A	58	15			58				
AB	43	11			43				
A-C	81	20			81				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	672	0.011	8	0.0	0.0	5.419	A
B-A	26	7	488	0.054	26	0.0	0.1	7.795	A
C-AB	17	4	631	0.028	17	0.0	0.0	5.866	A
C-A	71	18			71				
AB	53	13			53				
A-C	99	25			99				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	672	0.011	8	0.0	0.0	5.419	A
B-A	26	7	488	0.054	26	0.1	0.1	7.797	A
C-AB	17	4	631	0.028	17	0.0	0.0	5.868	A
C-A	71	18			71				
AB	53	13			53				
A-C	99	25			99				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	680	0.009	6	0.0	0.0	5.345	A
B-A	22	5	496	0.043	22	0.1	0.0	7.586	A
C-AB	14	3	628	0.022	14	0.0	0.0	5.862	A
C-A	58	15			58				
A-B	43	11			43				
A-C	81	20			81				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	685	0.008	5	0.0	0.0	5.296	A
B-A	18	5	502	0.036	18	0.0	0.0	7.435	A
C-AB	11	3	626	0.018	11	0.0	0.0	5.856	A
C-A	49	12			49				
A-B	36	9			36				
A-C	68	17			68				

2024 + Dev (5,500), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	175	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	37	138
	B - Site Access	46	0	14
	C - Westfield Avenue (S)	115	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.68	0.0	A	13	19
B-A	0.11	8.59	0.1	A	42	63
C-AB	0.02	5.67	0.0	A	12	18
C-A					104	155
AB					34	51
AC					127	190

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	670	0.016	10	0.0	0.0	5.455	A
B-A	35	9	490	0.071	34	0.0	0.1	7.901	A
C-AB	10	2	645	0.015	9	0.0	0.0	5.665	A
C-A	85	21			85				
AB	28	7			28				
AC	104	26			104				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	662	0.019	13	0.0	0.0	5.545	A
B-A	41	10	481	0.086	41	0.1	0.1	8.181	A
C-AB	12	3	651	0.018	12	0.0	0.0	5.634	A
C-A	102	25			102				
AB	33	8			33				
AC	124	31			124				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	649	0.024	15	0.0	0.0	5.677	A
B-A	51	13	470	0.108	51	0.1	0.1	8.587	A
C-AB	15	4	659	0.023	15	0.0	0.0	5.592	A
C-A	124	31			124				
AB	41	10			41				
AC	152	38			152				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	649	0.024	15	0.0	0.0	5.677	A
B-A	51	13	470	0.108	51	0.1	0.1	8.590	A
C-AB	15	4	659	0.023	15	0.0	0.0	5.594	A
C-A	124	31			124				
AB	41	10			41				
AC	152	38			152				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	662	0.019	13	0.0	0.0	5.546	A
B-A	41	10	481	0.086	41	0.1	0.1	8.186	A
C-AB	12	3	651	0.018	12	0.0	0.0	5.635	A
C-A	101	25			101				
AB	33	8			33				
AC	124	31			124				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	670	0.016	11	0.0	0.0	5.456	A
B-A	35	9	490	0.071	35	0.1	0.1	7.915	A
C-AB	10	2	645	0.015	10	0.0	0.0	5.666	A
C-A	85	21			85				
AB	28	7			28				
AC	104	26			104				

2024 + Dev (5,500), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	188	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	43	145
	B - Site Access	22	0	6
	C - Westfield Avenue (S)	127	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.54	0.0	A	6	8
B-A	0.05	8.18	0.1	A	20	30
C-AB	0.03	5.65	0.0	A	15	22
C-A					114	171
AB					39	59
A-C					133	200

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	675	0.007	4	0.0	0.0	5.369	A
B-A	17	4	486	0.034	16	0.0	0.0	7.662	A
C-AB	11	3	649	0.018	11	0.0	0.0	5.647	A
C-A	94	23			94				
AB	32	8			32				
A-C	109	27			109				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	667	0.008	5	0.0	0.0	5.438	A
B-A	20	5	477	0.041	20	0.0	0.0	7.872	A
C-AB	14	4	655	0.022	14	0.0	0.0	5.613	A
C-A	112	28			112				
AB	39	10			39				
A-C	130	33			130				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	657	0.010	7	0.0	0.0	5.536	A
B-A	24	6	465	0.052	24	0.0	0.1	8.174	A
C-AB	18	5	665	0.027	18	0.0	0.0	5.567	A
C-A	136	34			136				
AB	47	12			47				
A-C	160	40			160				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	657	0.010	7	0.0	0.0	5.536	A
B-A	24	6	465	0.052	24	0.1	0.1	8.176	A
C-AB	18	5	665	0.027	18	0.0	0.0	5.568	A
C-A	136	34			136				
AB	47	12			47				
A-C	160	40			160				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	667	0.008	5	0.0	0.0	5.440	A
B-A	20	5	477	0.041	20	0.1	0.0	7.874	A
C-AB	14	4	655	0.022	14	0.0	0.0	5.614	A
C-A	112	28			112				
A-B	39	10			39				
A-C	130	33			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	675	0.007	5	0.0	0.0	5.369	A
B-A	17	4	486	0.034	17	0.0	0.0	7.669	A
C-AB	11	3	649	0.018	12	0.0	0.0	5.648	A
C-A	94	23			94				
A-B	32	8			32				
A-C	109	27			109				

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	303	100.000
B - Site Access		ONE HOUR	✓	61	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	96	207
	B - Site Access	47	0	14
	C - Westfield Avenue (S)	175	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.95	0.0	A	13	19
B-A	0.12	9.55	0.1	A	43	65
C-AB	0.07	5.74	0.1	A	35	53
C-A					152	228
AB					88	132
AC					190	285

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	651	0.016	10	0.0	0.0	5.620	A
B-A	35	9	462	0.077	35	0.0	0.1	8.430	A
C-AB	27	7	655	0.042	27	0.0	0.1	5.736	A
C-A	126	32			126				
AB	72	18			72				
AC	156	39			156				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	638	0.020	13	0.0	0.0	5.752	A
B-A	42	11	448	0.094	42	0.1	0.1	8.870	A
C-AB	34	9	663	0.052	34	0.1	0.1	5.729	A
C-A	149	37			149				
AB	86	22			86				
AC	186	47			186				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	621	0.025	15	0.0	0.0	5.948	A
B-A	52	13	429	0.121	52	0.1	0.1	9.541	A
C-AB	45	11	675	0.066	45	0.1	0.1	5.715	A
C-A	180	45			180				
AB	106	26			106				
AC	228	57			228				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	620	0.025	15	0.0	0.0	5.949	A
B-A	52	13	429	0.121	52	0.1	0.1	9.547	A
C-AB	45	11	675	0.066	45	0.1	0.1	5.717	A
C-A	180	45			180				
AB	106	26			106				
AC	228	57			228				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	638	0.020	13	0.0	0.0	5.756	A
B-A	42	11	448	0.094	42	0.1	0.1	8.880	A
C-AB	34	9	663	0.052	34	0.1	0.1	5.730	A
C-A	149	37			149				
AB	86	22			86				
AC	186	47			186				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	651	0.016	11	0.0	0.0	5.624	A
B-A	35	9	462	0.077	35	0.1	0.1	8.447	A
C-AB	27	7	655	0.042	27	0.1	0.1	5.741	A
C-A	126	32			126				
AB	72	18			72				
AC	156	39			156				

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	156	100.000
B - Site Access		ONE HOUR	✓	31	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	48	108
	B - Site Access	24	0	7
	C - Westfield Avenue (S)	66	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.01	5.46	0.0	A	6	10
B-A	0.05	7.88	0.1	A	22	33
C-AB	0.03	5.91	0.0	A	14	21
C-A					59	89
AB					44	66
A-C					99	149

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	682	0.008	5	0.0	0.0	5.322	A
B-A	18	5	499	0.036	18	0.0	0.0	7.480	A
C-AB	11	3	623	0.018	11	0.0	0.0	5.883	A
C-A	49	12			49				
AB	36	9			36				
A-C	81	20			81				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	675	0.009	6	0.0	0.0	5.380	A
B-A	22	5	492	0.044	22	0.0	0.0	7.644	A
C-AB	14	3	625	0.022	14	0.0	0.0	5.893	A
C-A	58	15			58				
AB	43	11			43				
A-C	97	24			97				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	667	0.012	8	0.0	0.0	5.463	A
B-A	26	7	483	0.055	26	0.0	0.1	7.876	A
C-AB	17	4	627	0.028	17	0.0	0.0	5.909	A
C-A	71	18			71				
AB	53	13			53				
A-C	119	30			119				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	667	0.012	8	0.0	0.0	5.463	A
B-A	26	7	483	0.055	26	0.1	0.1	7.878	A
C-AB	17	4	627	0.028	17	0.0	0.0	5.909	A
C-A	71	18			71				
AB	53	13			53				
A-C	119	30			119				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	675	0.009	6	0.0	0.0	5.382	A
B-A	22	5	492	0.044	22	0.1	0.0	7.649	A
C-AB	14	3	625	0.022	14	0.0	0.0	5.897	A
C-A	58	14			58				
A-B	43	11			43				
A-C	97	24			97				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	682	0.008	5	0.0	0.0	5.322	A
B-A	18	5	499	0.036	18	0.0	0.0	7.485	A
C-AB	11	3	623	0.018	11	0.0	0.0	5.884	A
C-A	49	12			49				
A-B	36	9			36				
A-C	81	20			81				

2024 + Dev (9,500), Weekend Pre Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	190	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	37	153
	B - Site Access	46	0	14
	C - Westfield Avenue (S)	143	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
From	A - Westfield Avenue (N)	0	0	1
	B - Site Access	0	0	0
	C - Westfield Avenue (S)	0	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-C	0.02	5.72	0.0	A	13	19
B-A	0.11	8.77	0.1	A	42	63
C-AB	0.02	5.57	0.0	A	13	19
C-A					129	193
AB					34	51
AC					140	211

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	667	0.016	10	0.0	0.0	5.481	A
B-A	35	9	484	0.072	34	0.0	0.1	8.004	A
C-AB	10	2	657	0.015	10	0.0	0.0	5.566	A
C-A	106	27			106				
AB	28	7			28				
AC	115	29			115				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	658	0.019	13	0.0	0.0	5.578	A
B-A	41	10	474	0.087	41	0.1	0.1	8.313	A
C-AB	12	3	665	0.018	12	0.0	0.0	5.516	A
C-A	126	32			126				
AB	33	8			33				
AC	138	34			138				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	645	0.024	15	0.0	0.0	5.719	A
B-A	51	13	461	0.110	51	0.1	0.1	8.766	A
C-AB	16	4	676	0.023	16	0.0	0.0	5.450	A
C-A	154	38			154				
AB	41	10			41				
AC	168	42			168				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	645	0.024	15	0.0	0.0	5.719	A
B-A	51	13	461	0.110	51	0.1	0.1	8.769	A
C-AB	16	4	676	0.023	16	0.0	0.0	5.450	A
C-A	154	38			154				
AB	41	10			41				
AC	168	42			168				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	658	0.019	13	0.0	0.0	5.581	A
B-A	41	10	474	0.087	41	0.1	0.1	8.319	A
C-AB	12	3	665	0.018	12	0.0	0.0	5.517	A
C-A	126	32			126				
AB	33	8			33				
AC	138	34			138				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	667	0.016	11	0.0	0.0	5.484	A
B-A	35	9	484	0.072	35	0.1	0.1	8.018	A
C-AB	10	2	657	0.015	10	0.0	0.0	5.566	A
C-A	106	27			106				
AB	28	7			28				
AC	115	29			115				

2024 + Dev (9,500), Weekend Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Westfield Avenue / Site Access Blocks 3-5	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Westfield Avenue (N)		ONE HOUR	✓	205	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - Westfield Avenue (S)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	43	162
B - Site Access	22	0	6
C - Westfield Avenue (S)	127	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Westfield Avenue (N)	B - Site Access	C - Westfield Avenue (S)
A - Westfield Avenue (N)	0	0	0
B - Site Access	0	0	0
C - Westfield Avenue (S)	0	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-C	0.01	5.58	0.0	A	6	8
B-A	0.05	8.25	0.1	A	20	30
C-AB	0.03	5.67	0.0	A	15	22
C-A					114	171
A-B					39	59
A-C					149	223

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	672	0.007	4	0.0	0.0	5.394	A
B-A	17	4	483	0.034	16	0.0	0.0	7.707	A
C-AB	11	3	646	0.018	11	0.0	0.0	5.670	A
C-A	94	23			94				
A-B	32	8			32				
A-C	122	30			122				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	664	0.008	5	0.0	0.0	5.469	A
B-A	20	5	474	0.042	20	0.0	0.0	7.929	A
C-AB	14	4	652	0.022	14	0.0	0.0	5.640	A
C-A	112	28			112				
A-B	39	10			39				
A-C	146	36			146				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	652	0.010	7	0.0	0.0	5.575	A
B-A	24	6	460	0.053	24	0.0	0.1	8.250	A
C-AB	18	5	661	0.028	18	0.0	0.0	5.599	A
C-A	136	34			136				
A-B	47	12			47				
A-C	178	45			178				

17:15 - 17:30

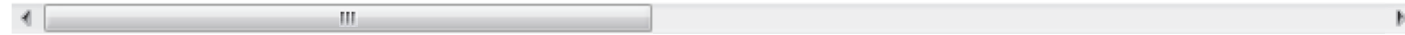
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	652	0.010	7	0.0	0.0	5.576	A
B-A	24	6	460	0.053	24	0.1	0.1	8.252	A
C-AB	18	5	661	0.028	18	0.0	0.0	5.600	A
C-A	136	34			136				
A-B	47	12			47				
A-C	178	45			178				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	664	0.008	5	0.0	0.0	5.469	A
B-A	20	5	474	0.042	20	0.1	0.0	7.933	A
C-AB	14	4	652	0.022	14	0.0	0.0	5.641	A
C-A	112	28			112				
A-B	39	10			39				
A-C	146	36			146				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	672	0.007	5	0.0	0.0	5.394	A
B-A	17	4	483	0.034	17	0.0	0.0	7.713	A
C-AB	12	3	646	0.018	12	0.0	0.0	5.673	A
C-A	94	23			94				
A-B	32	8			32				
A-C	122	30			122				



APPENDIX U

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Westfield Avenue_Kingfield Road Junction 191017 Flat Profile.j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 13:17:40

- »2019, Weekday AM
- »2019, Weekday PM
- »2019, Weekday Early Evening
- »2019, Weekday Late Evening
- »2019, Weekend Pre-Game (Non-Gameday)
- »2019, Weekend Post-Game (Non-Gameday)
- »2019, Weekend Pre-Game
- »2019, Weekend Post-Game
- »2024, Weekday AM
- »2024, Weekday PM
- »2024, Weekday Early Evening
- »2024, Weekday Late Evening
- »2024, Weekend Pre-Game (Non-Gameday)
- »2024, Weekend Post-Game (Non-Gameday)
- »2024, Weekend Pre-Game
- »2024, Weekend Post-Game
- »2024 + Dev, Weekday AM
- »2024 + Dev, Weekday PM
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (4,000), Weekend Pre-Game
- »2024 + Dev (4,000), Weekend Post-Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (5,500), Weekend Pre-Game
- »2024 + Dev (5,500), Weekend Post-Game
- »2024 + Dev (9,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Post Game
- »2024 + Dev (9,500), Weekend Pre-Game
- »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Early Evening					Weekday Late Evening					W	
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS		Set ID
Stream B-C	D1	1.2	14.77	0.54	B	D2	0.5	9.52	0.31	A	D3	0.5	9.13	0.32	A	D4	0.1	5.86	0.11	A	D5	
Stream B-A		0.4	29.68	0.27	D		0.2	25.11	0.20	D		0.2	21.37	0.16	C		0.0	10.38	0.03	B		
Stream C-AB		0.6	11.30	0.37	B		0.7	11.87	0.42	B		0.7	11.36	0.42	B		0.2	6.82	0.14	A		
Stream B-C	D9	1.5	17.41	0.60	C	D10	0.5	10.25	0.34	B	D11	0.5	9.75	0.35	A	D12	0.1	5.96	0.12	A	D13	
Stream B-A		0.5	36.41	0.33	E		0.3	29.20	0.23	D		0.2	23.97	0.18	C		0.0	10.59	0.03	B		
Stream C-AB		0.7	12.11	0.41	B		0.8	12.84	0.45	B		0.8	12.21	0.45	B		0.2	6.94	0.15	A		
Stream B-C	D17	15.6	161.23	0.98	F	D18	0.5	10.01	0.33	B												
Stream B-A		6.9	235.43	0.92	F		0.4	28.96	0.27	D												
Stream C-AB		0.5	10.98	0.34	B		1.0	13.69	0.50	B												
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						

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	Westfield Avenue / Kingfield Road
Location	Woking FC
Site number	
Date	17/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓		
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓		
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00		15	✓		
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00		15	✓		
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0636
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00		15	✓	Simple	D5*1.0673
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00		15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓	Simple	D7*1.0673
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓		
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road (E)		Major
B	Westfield Avenue		Minor
C	Kingfield Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road (W)	7.15		✓	3.10	80.8	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Westfield Avenue	One lane plus flare	10.00	7.30	5.60	5.10	5.10	✓	3.00	39	36

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	451	0.078	0.197	0.124	0.282
B-C	758	0.110	0.279	-	-
C-B	682	0.251	0.251	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	662	100.000
B - Westfield Avenue		FLAT	✓	336	100.000
C - Kingfield Road (W)		FLAT	✓	934	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	28	634
B - Westfield Avenue	46	0	290
C - Kingfield Road (W)	744	190	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	2
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	2	1	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-C	0.54	14.77	1.2	B	290	435
B-A	0.27	29.68	0.4	D	46	69
C-AB	0.37	11.30	0.6	B	191	286
C-A					743	1115
A-B					28	42
A-C					634	951

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	535	0.542	285	0.0	1.1	14.152	B
B-A	46	12	168	0.273	45	0.0	0.4	28.787	D
C-AB	191	48	509	0.375	188	0.0	0.6	11.137	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	534	0.543	290	1.1	1.2	14.746	B
B-A	46	12	167	0.275	46	0.4	0.4	29.646	D
C-AB	191	48	509	0.375	191	0.6	0.6	11.296	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	534	0.543	290	1.2	1.2	14.761	B
B-A	46	12	167	0.275	46	0.4	0.4	29.666	D
C-AB	191	48	509	0.375	191	0.6	0.6	11.298	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	534	0.543	290	1.2	1.2	14.764	B
B-A	46	12	167	0.275	46	0.4	0.4	29.673	D
C-AB	191	48	509	0.375	191	0.6	0.6	11.298	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	534	0.543	290	1.2	1.2	14.768	B
B-A	46	12	167	0.275	46	0.4	0.4	29.677	D
C-AB	191	48	509	0.375	191	0.6	0.6	11.298	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	73	534	0.543	290	1.2	1.2	14.768	B
B-A	46	12	167	0.275	46	0.4	0.4	29.677	D
C-AB	191	48	509	0.375	191	0.6	0.6	11.298	B
C-A	743	186			743				
A-B	28	7			28				
A-C	634	159			634				

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	650	100.000
B - Westfield Avenue		FLAT	✓	207	100.000
C - Kingfield Road (W)		FLAT	✓	939	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	59	591
	B - Westfield Avenue	35	0	172
	C - Kingfield Road (W)	723	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.31	9.52	0.5	A	172	258
B-A	0.20	25.11	0.2	D	35	53
C-AB	0.42	11.87	0.7	B	218	326
C-A					721	1082
AB					59	89
AC					591	887

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	551	0.312	170	0.0	0.4	9.399	A
B-A	35	9	179	0.195	34	0.0	0.2	24.676	C
C-AB	218	54	521	0.418	215	0.0	0.7	11.659	B
C-A	721	180			721				
AB	59	15			59				
AC	591	148			591				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	550	0.313	172	0.4	0.5	9.516	A
B-A	35	9	178	0.196	35	0.2	0.2	25.094	D
C-AB	218	54	521	0.418	218	0.7	0.7	11.868	B
C-A	721	180			721				
AB	59	15			59				
AC	591	148			591				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	550	0.313	172	0.5	0.5	9.517	A
B-A	35	9	178	0.196	35	0.2	0.2	25.100	D
C-AB	218	54	521	0.418	218	0.7	0.7	11.870	B
C-A	721	180			721				
AB	59	15			59				
AC	591	148			591				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	550	0.313	172	0.5	0.5	9.517	A
B-A	35	9	178	0.196	35	0.2	0.2	25.103	D
C-AB	218	54	521	0.418	218	0.7	0.7	11.870	B
C-A	721	180			721				
AB	59	15			59				
AC	591	148			591				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	550	0.313	172	0.5	0.5	9.517	A
B-A	35	9	178	0.196	35	0.2	0.2	25.103	D
C-AB	218	54	521	0.418	218	0.7	0.7	11.870	B
C-A	721	180			721				
A-B	59	15			59				
A-C	591	148			591				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	172	43	550	0.313	172	0.5	0.5	9.517	A
B-A	35	9	178	0.196	35	0.2	0.2	25.105	D
C-AB	218	54	521	0.418	218	0.7	0.7	11.873	B
C-A	721	180			721				
A-B	59	15			59				
A-C	591	148			591				

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	506	100.000
B - Westfield Avenue		ONE HOUR	✓	198	100.000
C - Kingfield Road (W)		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	31	475
	B - Westfield Avenue	29	0	169
	C - Kingfield Road (W)	585	205	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	0	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-C	0.32	9.13	0.5	A	155	233
B-A	0.16	21.37	0.2	C	27	40
C-AB	0.42	11.36	0.7	B	189	283
C-A					536	804
AB					28	43
AC					436	654

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	640	0.199	126	0.0	0.2	6.990	A
B-A	22	5	281	0.078	22	0.0	0.1	13.859	B
C-AB	154	39	585	0.264	153	0.0	0.4	8.300	A
C-A	440	110			440				
AB	23	6			23				
AC	358	89			358				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	38	616	0.247	152	0.2	0.3	7.747	A
B-A	26	7	247	0.105	26	0.1	0.1	16.263	C
C-AB	184	46	567	0.325	184	0.4	0.5	9.387	A
C-A	526	131			526				
AB	28	7			28				
AC	427	107			427				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	47	581	0.320	186	0.3	0.5	9.096	A
B-A	32	8	201	0.159	32	0.1	0.2	21.274	C
C-AB	227	57	544	0.418	226	0.5	0.7	11.299	B
C-A	643	161			643				
AB	34	9			34				
AC	523	131			523				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	47	580	0.321	186	0.5	0.5	9.129	A
B-A	32	8	200	0.159	32	0.2	0.2	21.366	C
C-AB	227	57	544	0.418	227	0.7	0.7	11.361	B
C-A	643	161			643				
AB	34	9			34				
AC	523	131			523				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	38	615	0.247	152	0.5	0.3	7.784	A
B-A	26	7	247	0.106	26	0.2	0.1	16.344	C
C-AB	184	46	567	0.325	185	0.7	0.5	9.455	A
C-A	526	131			526				
AB	28	7			28				
AC	427	107			427				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	640	0.199	128	0.3	0.3	7.031	A
B-A	22	5	281	0.078	22	0.1	0.1	13.932	B
C-AB	154	39	585	0.264	155	0.5	0.4	8.374	A
C-A	440	110			440				
AB	23	6			23				
AC	358	89			358				

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	219	100.000
B - Westfield Avenue		ONE HOUR	✓	78	100.000
C - Kingfield Road (W)		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	9	210
B - Westfield Avenue	10	0	68
C - Kingfield Road (W)	156	79	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	0
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	1	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-C	0.11	5.86	0.1	A	62	94
B-A	0.03	10.38	0.0	B	9	14
C-AB	0.14	6.82	0.2	A	72	109
C-A					143	215
AB					8	12
AC					193	289

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	711	0.072	51	0.0	0.1	5.448	A
B-A	8	2	387	0.019	7	0.0	0.0	9.483	A
C-AB	59	15	634	0.094	59	0.0	0.1	6.259	A
C-A	117	29			117				
AB	7	2			7				
AC	158	40			158				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	702	0.087	61	0.1	0.1	5.618	A
B-A	9	2	375	0.024	9	0.0	0.0	9.845	A
C-AB	71	18	626	0.113	71	0.1	0.1	6.486	A
C-A	140	35			140				
AB	8	2			8				
AC	189	47			189				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	689	0.109	75	0.1	0.1	5.865	A
B-A	11	3	358	0.031	11	0.0	0.0	10.384	B
C-AB	87	22	615	0.141	87	0.1	0.2	6.815	A
C-A	172	43			172				
AB	10	2			10				
AC	231	58			231				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	689	0.109	75	0.1	0.1	5.865	A
B-A	11	3	358	0.031	11	0.0	0.0	10.384	B
C-AB	87	22	615	0.141	87	0.2	0.2	6.818	A
C-A	172	43			172				
AB	10	2			10				
AC	231	58			231				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	702	0.087	61	0.1	0.1	5.621	A
B-A	9	2	375	0.024	9	0.0	0.0	9.849	A
C-AB	71	18	626	0.113	71	0.2	0.1	6.490	A
C-A	140	35			140				
A-B	8	2			8				
A-C	189	47			189				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	711	0.072	51	0.1	0.1	5.457	A
B-A	8	2	387	0.019	8	0.0	0.0	9.492	A
C-AB	59	15	634	0.094	60	0.1	0.1	6.269	A
C-A	117	29			117				
A-B	7	2			7				
A-C	158	40			158				

2019, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	539	100.000
B - Westfield Avenue		ONE HOUR	✓	133	100.000
C - Kingfield Road (W)		ONE HOUR	✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	31	508
	B - Westfield Avenue	23	0	110
	C - Kingfield Road (W)	558	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.21	7.96	0.3	A	101	151
B-A	0.12	18.52	0.1	C	21	32
C-AB	0.29	9.48	0.4	A	127	190
C-A					512	768
AB					28	43
AC					466	699

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	632	0.131	82	0.0	0.1	6.541	A
B-A	17	4	295	0.059	17	0.0	0.1	12.940	B
C-AB	104	26	579	0.180	103	0.0	0.2	7.552	A
C-A	420	105			420				
AB	23	6			23				
AC	382	96			382				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	608	0.163	99	0.1	0.2	7.071	A
B-A	21	5	263	0.079	21	0.1	0.1	14.821	B
C-AB	124	31	559	0.222	124	0.2	0.3	8.268	A
C-A	502	125			502				
AB	28	7			28				
AC	457	114			457				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	573	0.211	121	0.2	0.3	7.948	A
B-A	25	6	220	0.115	25	0.1	0.1	18.479	C
C-AB	152	38	532	0.286	152	0.3	0.4	9.461	A
C-A	614	154			614				
AB	34	9			34				
AC	559	140			559				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	573	0.211	121	0.3	0.3	7.962	A
B-A	25	6	220	0.115	25	0.1	0.1	18.518	C
C-AB	152	38	532	0.286	152	0.4	0.4	9.483	A
C-A	614	154			614				
AB	34	9			34				
AC	559	140			559				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	607	0.163	99	0.3	0.2	7.086	A
B-A	21	5	263	0.079	21	0.1	0.1	14.857	B
C-AB	124	31	559	0.222	125	0.4	0.3	8.296	A
C-A	502	125			502				
AB	28	7			28				
AC	457	114			457				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	632	0.131	83	0.2	0.2	6.564	A
B-A	17	4	295	0.059	17	0.1	0.1	12.977	B
C-AB	104	26	579	0.180	104	0.3	0.2	7.590	A
C-A	420	105			420				
AB	23	6			23				
AC	382	96			382				

2019, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	504	100.000
B - Westfield Avenue		ONE HOUR	✓	167	100.000
C - Kingfield Road (W)		ONE HOUR	✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	22	482
B - Westfield Avenue	25	0	142
C - Kingfield Road (W)	419	126	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.27	8.37	0.4	A	130	195
B-A	0.11	16.38	0.1	C	23	34
C-AB	0.26	8.95	0.3	A	116	173
C-A					384	577
AB					20	30
AC					442	663

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	642	0.167	106	0.0	0.2	6.709	A
B-A	19	5	313	0.060	19	0.0	0.1	12.224	B
C-AB	95	24	585	0.162	94	0.0	0.2	7.316	A
C-A	315	79			315				
AB	17	4			17				
AC	363	91			363				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	128	32	619	0.206	127	0.2	0.3	7.321	A
B-A	22	6	285	0.079	22	0.1	0.1	13.686	B
C-AB	113	28	567	0.200	113	0.2	0.2	7.929	A
C-A	377	94			377				
AB	20	5			20				
AC	433	108			433				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	587	0.267	156	0.3	0.4	8.351	A
B-A	28	7	247	0.111	27	0.1	0.1	16.351	C
C-AB	139	35	541	0.256	138	0.2	0.3	8.930	A
C-A	461	115			461				
AB	24	6			24				
AC	531	133			531				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	586	0.267	156	0.4	0.4	8.369	A
B-A	28	7	247	0.111	28	0.1	0.1	16.379	C
C-AB	139	35	541	0.256	139	0.3	0.3	8.946	A
C-A	461	115			461				
AB	24	6			24				
AC	531	133			531				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	128	32	619	0.206	128	0.4	0.3	7.343	A
B-A	22	6	285	0.079	23	0.1	0.1	13.717	B
C-AB	113	28	567	0.200	114	0.3	0.3	7.951	A
C-A	377	94			377				
A-B	20	5			20				
A-C	433	108			433				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	642	0.167	107	0.3	0.2	6.741	A
B-A	19	5	313	0.060	19	0.1	0.1	12.260	B
C-AB	95	24	585	0.162	95	0.3	0.2	7.343	A
C-A	315	79			315				
A-B	17	4			17				
A-C	363	91			363				

2019, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	576	100.000
B - Westfield Avenue		ONE HOUR	✓	167	100.000
C - Kingfield Road (W)		ONE HOUR	✓	870	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	40	536
	B - Westfield Avenue	24	0	143
	C - Kingfield Road (W)	658	212	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.28	8.89	0.4	A	131	197
B-A	0.15	24.55	0.2	C	22	33
C-AB	0.45	12.38	0.8	B	196	293
C-A					603	904
AB					37	55
AC					492	738

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	629	0.171	107	0.0	0.2	6.888	A
B-A	18	5	262	0.069	18	0.0	0.1	14.726	B
C-AB	160	40	572	0.279	158	0.0	0.4	8.667	A
C-A	495	124			495				
AB	30	8			30				
AC	404	101			404				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	602	0.214	128	0.2	0.3	7.596	A
B-A	22	5	225	0.096	21	0.1	0.1	17.703	C
C-AB	191	48	551	0.346	190	0.4	0.5	9.953	A
C-A	591	148			591				
AB	36	9			36				
AC	482	120			482				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	563	0.280	157	0.3	0.4	8.858	A
B-A	26	7	173	0.152	26	0.1	0.2	24.415	C
C-AB	236	59	527	0.448	235	0.5	0.8	12.286	B
C-A	722	180			722				
AB	44	11			44				
AC	590	148			590				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	563	0.280	157	0.4	0.4	8.887	A
B-A	26	7	173	0.153	26	0.2	0.2	24.546	C
C-AB	236	59	527	0.448	236	0.8	0.8	12.376	B
C-A	722	180			722				
AB	44	11			44				
AC	590	148			590				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	601	0.214	129	0.4	0.3	7.626	A
B-A	22	5	224	0.096	22	0.2	0.1	17.803	C
C-AB	191	48	551	0.346	192	0.8	0.5	10.047	B
C-A	591	148			591				
AB	36	9			36				
AC	482	120			482				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	628	0.171	108	0.3	0.2	6.924	A
B-A	18	5	262	0.069	18	0.1	0.1	14.800	B
C-AB	160	40	572	0.279	160	0.5	0.4	8.755	A
C-A	495	124			495				
AB	30	8			30				
AC	404	101			404				

2019, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	665	100.000
B - Westfield Avenue		ONE HOUR	✓	248	100.000
C - Kingfield Road (W)		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	44	621
B - Westfield Avenue	37	0	211
C - Kingfield Road (W)	450	129	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.44	12.09	0.8	B	194	290
B-A	0.20	21.60	0.2	C	34	51
C-AB	0.29	10.16	0.4	B	118	178
C-A					413	619
AB					40	61
AC					570	855

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	606	0.262	157	0.0	0.4	8.010	A
B-A	28	7	287	0.097	27	0.0	0.1	13.862	B
C-AB	97	24	555	0.175	96	0.0	0.2	7.837	A
C-A	339	85			339				
AB	33	8			33				
AC	468	117			468				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	575	0.330	189	0.4	0.5	9.327	A
B-A	33	8	254	0.131	33	0.1	0.1	16.285	C
C-AB	116	29	530	0.219	116	0.2	0.3	8.679	A
C-A	405	101			405				
AB	40	10			40				
AC	558	140			558				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	530	0.438	231	0.5	0.8	11.989	B
B-A	41	10	208	0.196	40	0.1	0.2	21.491	C
C-AB	142	36	496	0.286	142	0.3	0.4	10.133	B
C-A	495	124			495				
AB	48	12			48				
AC	684	171			684				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	530	0.438	232	0.8	0.8	12.087	B
B-A	41	10	207	0.196	41	0.2	0.2	21.597	C
C-AB	142	36	496	0.286	142	0.4	0.4	10.159	B
C-A	495	124			495				
AB	48	12			48				
AC	684	171			684				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	574	0.330	191	0.8	0.5	9.418	A
B-A	33	8	254	0.131	34	0.2	0.2	16.388	C
C-AB	116	29	530	0.219	116	0.4	0.3	8.711	A
C-A	405	101			405				
A-B	40	10			40				
A-C	558	140			558				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	605	0.263	159	0.5	0.4	8.091	A
B-A	28	7	287	0.097	28	0.2	0.1	13.936	B
C-AB	97	24	555	0.175	97	0.3	0.2	7.876	A
C-A	339	85			339				
A-B	33	8			33				
A-C	468	117			468				

2024, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	703	100.000
B - Westfield Avenue		FLAT	✓	357	100.000
C - Kingfield Road (W)		FLAT	✓	992	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	30	673
	B - Westfield Avenue	49	0	308
	C - Kingfield Road (W)	790	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	2
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	2	1	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-C	0.60	17.41	1.5	C	308	462
B-A	0.33	36.41	0.5	E	49	73
C-AB	0.41	12.11	0.7	B	203	305
C-A					789	1183
AB					30	45
AC					673	1010

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	517	0.595	302	0.0	1.4	16.352	C
B-A	49	12	149	0.328	47	0.0	0.5	34.697	D
C-AB	203	51	501	0.406	201	0.0	0.7	11.899	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	515	0.598	308	1.4	1.5	17.355	C
B-A	49	12	148	0.331	49	0.5	0.5	36.320	E
C-AB	203	51	501	0.406	203	0.7	0.7	12.105	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	515	0.598	308	1.5	1.5	17.387	C
B-A	49	12	148	0.331	49	0.5	0.5	36.376	E
C-AB	203	51	501	0.406	203	0.7	0.7	12.107	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	515	0.598	308	1.5	1.5	17.399	C
B-A	49	12	148	0.331	49	0.5	0.5	36.394	E
C-AB	203	51	501	0.406	203	0.7	0.7	12.107	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	515	0.598	308	1.5	1.5	17.405	C
B-A	49	12	148	0.331	49	0.5	0.5	36.403	E
C-AB	203	51	501	0.406	203	0.7	0.7	12.110	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	515	0.598	308	1.5	1.5	17.407	C
B-A	49	12	148	0.331	49	0.5	0.5	36.407	E
C-AB	203	51	501	0.406	203	0.7	0.7	12.107	B
C-A	789	197			789				
AB	30	7			30				
AC	673	168			673				

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	691	100.000
B - Westfield Avenue		FLAT	✓	220	100.000
C - Kingfield Road (W)		FLAT	✓	999	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	63	629
B - Westfield Avenue	37	0	183
C - Kingfield Road (W)	769	230	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.34	10.25	0.5	B	183	274
B-A	0.23	29.20	0.3	D	37	56
C-AB	0.45	12.84	0.8	B	233	349
C-A					766	1149
AB					63	94
AC					629	943

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	536	0.341	181	0.0	0.5	10.083	B
B-A	37	9	161	0.231	36	0.0	0.3	28.501	D
C-AB	233	58	513	0.454	229	0.0	0.8	12.553	B
C-A	766	191			766				
AB	63	16			63				
AC	629	157			629				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	534	0.342	183	0.5	0.5	10.241	B
B-A	37	9	161	0.232	37	0.3	0.3	29.173	D
C-AB	233	58	513	0.454	233	0.8	0.8	12.832	B
C-A	766	191			766				
AB	63	16			63				
AC	629	157			629				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	534	0.342	183	0.5	0.5	10.245	B
B-A	37	9	161	0.232	37	0.3	0.3	29.182	D
C-AB	233	58	513	0.454	233	0.8	0.8	12.834	B
C-A	766	191			766				
AB	63	16			63				
AC	629	157			629				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	534	0.342	183	0.5	0.5	10.245	B
B-A	37	9	161	0.232	37	0.3	0.3	29.193	D
C-AB	233	58	513	0.454	233	0.8	0.8	12.838	B
C-A	766	191			766				
AB	63	16			63				
AC	629	157			629				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	534	0.342	183	0.5	0.5	10.245	B
B-A	37	9	161	0.232	37	0.3	0.3	29.192	D
C-AB	233	58	513	0.454	233	0.8	0.8	12.839	B
C-A	766	191			766				
A-B	63	16			63				
A-C	629	157			629				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	534	0.342	183	0.5	0.5	10.245	B
B-A	37	9	161	0.232	37	0.3	0.3	29.196	D
C-AB	233	58	513	0.454	233	0.8	0.8	12.836	B
C-A	766	191			766				
A-B	63	16			63				
A-C	629	157			629				

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	538	100.000
B - Westfield Avenue		ONE HOUR	✓	211	100.000
C - Kingfield Road (W)		ONE HOUR	✓	840	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	33	505
	B - Westfield Avenue	31	0	180
	C - Kingfield Road (W)	622	218	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	0	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-C	0.35	9.75	0.5	A	165	247
B-A	0.18	23.97	0.2	C	28	42
C-AB	0.45	12.21	0.8	B	201	302
C-A					570	855
AB					30	45
AC					464	695

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	633	0.214	134	0.0	0.3	7.210	A
B-A	23	6	270	0.086	23	0.0	0.1	14.544	B
C-AB	164	41	579	0.284	163	0.0	0.4	8.611	A
C-A	468	117			468				
AB	25	6			25				
AC	380	95			380				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	606	0.267	161	0.3	0.4	8.082	A
B-A	28	7	234	0.119	28	0.1	0.1	17.439	C
C-AB	196	49	560	0.351	196	0.4	0.5	9.866	A
C-A	559	140			559				
AB	30	7			30				
AC	454	114			454				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	49	568	0.349	197	0.4	0.5	9.700	A
B-A	34	8	184	0.184	34	0.1	0.2	23.840	C
C-AB	243	61	537	0.452	242	0.5	0.8	12.126	B
C-A	682	171			682				
AB	36	9			36				
AC	556	139			556				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	49	567	0.349	198	0.5	0.5	9.747	A
B-A	34	8	184	0.184	34	0.2	0.2	23.968	C
C-AB	243	61	537	0.452	243	0.8	0.8	12.215	B
C-A	682	171			682				
AB	36	9			36				
AC	556	139			556				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	606	0.267	162	0.5	0.4	8.130	A
B-A	28	7	234	0.119	28	0.2	0.1	17.542	C
C-AB	196	49	560	0.351	197	0.8	0.5	9.959	A
C-A	559	140			559				
AB	30	7			30				
AC	454	114			454				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	632	0.214	136	0.4	0.3	7.262	A
B-A	23	6	270	0.086	23	0.1	0.1	14.635	B
C-AB	164	41	579	0.284	165	0.5	0.4	8.701	A
C-A	468	117			468				
AB	25	6			25				
AC	380	95			380				

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	233	100.000
B - Westfield Avenue		ONE HOUR	✓	83	100.000
C - Kingfield Road (W)		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	10	223
B - Westfield Avenue	11	0	72
C - Kingfield Road (W)	166	84	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	0
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	1	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-C	0.12	5.96	0.1	A	66	100
B-A	0.03	10.59	0.0	B	10	15
C-AB	0.15	6.94	0.2	A	77	116
C-A					152	228
AB					9	13
AC					205	307

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	708	0.077	54	0.0	0.1	5.501	A
B-A	8	2	383	0.021	8	0.0	0.0	9.597	A
C-AB	63	16	631	0.100	63	0.0	0.1	6.329	A
C-A	125	31			125				
AB	7	2			7				
AC	168	42			168				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	698	0.093	65	0.1	0.1	5.686	A
B-A	10	2	370	0.026	10	0.0	0.0	9.991	A
C-AB	76	19	623	0.121	75	0.1	0.1	6.574	A
C-A	149	37			149				
AB	9	2			9				
AC	201	50			201				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	20	684	0.116	80	0.1	0.1	5.955	A
B-A	12	3	352	0.033	12	0.0	0.0	10.585	B
C-AB	93	23	611	0.151	92	0.1	0.2	6.938	A
C-A	183	46			183				
AB	11	3			11				
AC	246	61			246				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	20	684	0.116	80	0.1	0.1	5.956	A
B-A	12	3	352	0.033	12	0.0	0.0	10.585	B
C-AB	93	23	611	0.151	93	0.2	0.2	6.940	A
C-A	183	46			183				
AB	11	3			11				
AC	246	61			246				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	698	0.093	65	0.1	0.1	5.688	A
B-A	10	2	370	0.026	10	0.0	0.0	9.996	A
C-AB	76	19	623	0.121	76	0.2	0.1	6.583	A
C-A	149	37			149				
A-B	9	2			9				
A-C	201	50			201				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	708	0.077	55	0.1	0.1	5.510	A
B-A	8	2	383	0.021	8	0.0	0.0	9.606	A
C-AB	63	16	631	0.100	63	0.1	0.1	6.342	A
C-A	125	31			125				
A-B	7	2			7				
A-C	168	42			168				

2024, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	575	100.000
B - Westfield Avenue		ONE HOUR	✓	142	100.000
C - Kingfield Road (W)		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	33	542
	B - Westfield Avenue	25	0	117
	C - Kingfield Road (W)	596	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.23	8.35	0.3	A	108	162
B-A	0.13	20.38	0.2	C	23	34
C-AB	0.31	10.02	0.4	B	135	203
C-A					546	820
AB					30	46
AC					498	746

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	624	0.142	88	0.0	0.2	6.707	A
B-A	18	5	284	0.065	18	0.0	0.1	13.523	B
C-AB	111	28	572	0.194	110	0.0	0.2	7.777	A
C-A	448	112			448				
AB	25	6			25				
AC	408	102			408				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	26	598	0.177	105	0.2	0.2	7.309	A
B-A	22	6	250	0.088	22	0.1	0.1	15.756	C
C-AB	132	33	551	0.240	132	0.2	0.3	8.594	A
C-A	535	134			535				
AB	30	7			30				
AC	487	122			487				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	560	0.231	129	0.2	0.3	8.336	A
B-A	27	7	204	0.133	27	0.1	0.1	20.318	C
C-AB	162	41	522	0.311	162	0.3	0.4	9.986	A
C-A	656	164			656				
AB	36	9			36				
AC	597	149			597				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	560	0.231	129	0.3	0.3	8.354	A
B-A	27	7	204	0.133	27	0.1	0.2	20.377	C
C-AB	162	41	522	0.311	162	0.4	0.4	10.015	B
C-A	656	164			656				
AB	36	9			36				
AC	597	149			597				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	26	597	0.177	106	0.3	0.2	7.331	A
B-A	22	6	250	0.088	22	0.2	0.1	15.808	C
C-AB	132	33	551	0.240	133	0.4	0.3	8.627	A
C-A	535	134			535				
AB	30	7			30				
AC	487	122			487				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	623	0.142	89	0.2	0.2	6.737	A
B-A	18	5	284	0.065	19	0.1	0.1	13.572	B
C-AB	111	28	572	0.194	111	0.3	0.2	7.820	A
C-A	448	112			448				
AB	25	6			25				
AC	408	102			408				

2024, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	538	100.000
B - Westfield Avenue		ONE HOUR	✓	178	100.000
C - Kingfield Road (W)		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	23	514
B - Westfield Avenue	27	0	152
C - Kingfield Road (W)	447	134	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.29	8.83	0.4	A	139	209
B-A	0.13	17.65	0.1	C	24	37
C-AB	0.28	9.38	0.4	A	123	185
C-A					410	615
A-B					22	32
A-C					472	708

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	29	634	0.180	113	0.0	0.2	6.901	A
B-A	20	5	303	0.066	20	0.0	0.1	12.687	B
C-AB	101	25	579	0.175	100	0.0	0.2	7.510	A
C-A	337	84			337				
A-B	18	4			18				
A-C	387	97			387				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	609	0.224	136	0.2	0.3	7.602	A
B-A	24	6	274	0.088	24	0.1	0.1	14.387	B
C-AB	121	30	559	0.216	121	0.2	0.3	8.204	A
C-A	402	101			402				
A-B	21	5			21				
A-C	462	116			462				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	167	42	574	0.290	166	0.3	0.4	8.810	A
B-A	29	7	233	0.126	29	0.1	0.1	17.609	C
C-AB	148	37	532	0.279	148	0.3	0.4	9.362	A
C-A	492	123			492				
A-B	26	6			26				
A-C	566	142			566				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	167	42	574	0.291	167	0.4	0.4	8.835	A
B-A	29	7	233	0.126	29	0.1	0.1	17.648	C
C-AB	148	37	532	0.279	148	0.4	0.4	9.382	A
C-A	492	123			492				
A-B	26	6			26				
A-C	566	142			566				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	609	0.224	137	0.4	0.3	7.628	A
B-A	24	6	274	0.088	24	0.1	0.1	14.426	B
C-AB	121	30	559	0.216	121	0.4	0.3	8.230	A
C-A	402	101			402				
A-B	21	5			21				
A-C	462	116			462				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	29	634	0.180	114	0.3	0.2	6.938	A
B-A	20	5	303	0.066	20	0.1	0.1	12.726	B
C-AB	101	25	579	0.175	102	0.3	0.2	7.542	A
C-A	337	84			337				
A-B	18	4			18				
A-C	387	97			387				

2024, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	615	100.000
B - Westfield Avenue		ONE HOUR	✓	178	100.000
C - Kingfield Road (W)		ONE HOUR	✓	929	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	43	572
	B - Westfield Avenue	26	0	153
	C - Kingfield Road (W)	702	226	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.31	9.50	0.4	A	140	210
B-A	0.18	28.58	0.2	D	24	35
C-AB	0.49	13.51	1.0	B	210	314
C-A					642	964
AB					39	59
AC					525	787

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	620	0.185	114	0.0	0.2	7.104	A
B-A	19	5	249	0.077	19	0.0	0.1	15.613	C
C-AB	170	43	565	0.302	169	0.0	0.4	9.052	A
C-A	529	132			529				
AB	32	8			32				
AC	431	108			431				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	591	0.232	137	0.2	0.3	7.929	A
B-A	23	6	209	0.110	23	0.1	0.1	19.293	C
C-AB	204	51	543	0.376	203	0.4	0.6	10.567	B
C-A	631	158			631				
AB	38	10			38				
AC	514	129			514				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	547	0.307	167	0.3	0.4	9.461	A
B-A	28	7	154	0.183	28	0.1	0.2	28.352	D
C-AB	254	64	521	0.488	253	0.6	0.9	13.370	B
C-A	768	192			768				
AB	47	12			47				
AC	630	157			630				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	547	0.307	168	0.4	0.4	9.504	A
B-A	28	7	154	0.183	28	0.2	0.2	28.582	D
C-AB	254	64	521	0.488	254	0.9	1.0	13.509	B
C-A	768	192			768				
AB	47	12			47				
AC	630	157			630				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	590	0.233	138	0.4	0.3	7.971	A
B-A	23	6	209	0.110	23	0.2	0.1	19.448	C
C-AB	204	51	543	0.376	205	1.0	0.6	10.695	B
C-A	631	158			631				
AB	38	10			38				
AC	514	129			514				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	619	0.186	115	0.3	0.2	7.150	A
B-A	19	5	249	0.078	19	0.1	0.1	15.714	C
C-AB	170	43	565	0.302	171	0.6	0.4	9.162	A
C-A	529	132			529				
AB	32	8			32				
AC	431	108			431				

2024, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	710	100.000
B - Westfield Avenue		ONE HOUR	✓	265	100.000
C - Kingfield Road (W)		ONE HOUR	✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	47	663
B - Westfield Avenue	39	0	225
C - Kingfield Road (W)	480	138	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.48	13.58	0.9	B	207	310
B-A	0.23	24.59	0.3	C	36	54
C-AB	0.31	10.83	0.5	B	126	190
C-A					441	661
A-B					43	65
A-C					608	912

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	595	0.285	168	0.0	0.4	8.399	A
B-A	30	7	275	0.108	29	0.0	0.1	14.597	B
C-AB	104	26	546	0.190	103	0.0	0.2	8.099	A
C-A	362	90			362				
A-B	35	9			35				
A-C	499	125			499				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	51	562	0.360	202	0.4	0.6	9.987	A
B-A	36	9	240	0.148	35	0.1	0.2	17.561	C
C-AB	124	31	520	0.238	123	0.2	0.3	9.069	A
C-A	432	108			432				
A-B	42	11			42				
A-C	596	149			596				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	62	513	0.483	247	0.6	0.9	13.426	B
B-A	43	11	190	0.229	43	0.2	0.3	24.406	C
C-AB	152	38	484	0.313	151	0.3	0.4	10.792	B
C-A	529	132			529				
A-B	52	13			52				
A-C	730	182			730				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	62	513	0.484	248	0.9	0.9	13.585	B
B-A	43	11	190	0.229	43	0.3	0.3	24.587	C
C-AB	152	38	484	0.313	152	0.4	0.5	10.828	B
C-A	529	132			529				
A-B	52	13			52				
A-C	730	182			730				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	51	561	0.361	204	0.9	0.6	10.120	B
B-A	36	9	240	0.148	36	0.3	0.2	17.691	C
C-AB	124	31	520	0.238	124	0.5	0.3	9.109	A
C-A	432	108			432				
A-B	42	11			42				
A-C	596	149			596				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	594	0.285	170	0.6	0.4	8.500	A
B-A	30	7	275	0.108	30	0.2	0.1	14.696	B
C-AB	104	26	546	0.190	104	0.3	0.2	8.146	A
C-A	362	90			362				
A-B	35	9			35				
A-C	499	125			499				

2024 + Dev, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		40.40	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	714	100.000
B - Westfield Avenue		FLAT	✓	481	100.000
C - Kingfield Road (W)		FLAT	✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	43	671
	B - Westfield Avenue	114	0	367
	C - Kingfield Road (W)	782	167	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	2
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	2	1	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-C	0.98	161.23	15.6	F	367	551
B-A	0.92	235.43	6.9	F	114	171
C-AB	0.34	10.98	0.5	B	167	251
C-A					782	1172
AB					43	65
AC					671	1007

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	416	0.882	347	0.0	5.0	43.932	E
B-A	114	29	139	0.819	103	0.0	2.8	83.643	F
C-AB	167	42	495	0.338	165	0.0	0.5	10.847	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	385	0.952	354	5.0	8.3	84.423	F
B-A	114	29	125	0.914	107	2.8	4.5	155.018	F
C-AB	167	42	495	0.338	167	0.5	0.5	10.976	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	380	0.966	357	8.3	10.7	111.207	F
B-A	114	29	125	0.910	111	4.5	5.4	186.773	F
C-AB	167	42	495	0.338	167	0.5	0.5	10.976	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	378	0.971	359	10.7	12.6	131.006	F
B-A	114	29	125	0.912	111	5.4	6.0	206.733	F
C-AB	167	42	495	0.338	167	0.5	0.5	10.976	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	377	0.973	361	12.6	14.2	147.210	F
B-A	114	29	125	0.915	112	6.0	6.5	222.321	F
C-AB	167	42	495	0.338	167	0.5	0.5	10.976	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	376	0.975	361	14.2	15.6	161.229	F
B-A	114	29	124	0.917	112	6.5	6.9	235.432	F
C-AB	167	42	495	0.338	167	0.5	0.5	10.976	B
C-A	782	195			782				
AB	43	11			43				
AC	671	168			671				

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		FLAT	✓	675	100.000
B - Westfield Avenue		FLAT	✓	219	100.000
C - Kingfield Road (W)		FLAT	✓	978	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	99	576
B - Westfield Avenue	45	0	174
C - Kingfield Road (W)	725	253	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.33	10.01	0.5	B	174	261
B-A	0.27	28.96	0.4	D	45	68
C-AB	0.50	13.69	1.0	B	258	387
C-A					720	1080
A-B					99	149
A-C					576	864

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	536	0.325	172	0.0	0.5	9.852	A
B-A	45	11	170	0.264	44	0.0	0.3	28.144	D
C-AB	258	65	521	0.495	254	0.0	1.0	13.303	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	534	0.326	174	0.5	0.5	10.004	B
B-A	45	11	169	0.266	45	0.3	0.4	28.934	D
C-AB	258	65	521	0.495	258	1.0	1.0	13.674	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	534	0.326	174	0.5	0.5	10.008	B
B-A	45	11	169	0.266	45	0.4	0.4	28.950	D
C-AB	258	65	521	0.495	258	1.0	1.0	13.679	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	534	0.326	174	0.5	0.5	10.008	B
B-A	45	11	169	0.266	45	0.4	0.4	28.957	D
C-AB	258	65	521	0.495	258	1.0	1.0	13.684	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	534	0.326	174	0.5	0.5	10.008	B
B-A	45	11	169	0.266	45	0.4	0.4	28.960	D
C-AB	258	65	521	0.495	258	1.0	1.0	13.682	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	534	0.326	174	0.5	0.5	10.009	B
B-A	45	11	169	0.266	45	0.4	0.4	28.965	D
C-AB	258	65	521	0.495	258	1.0	1.0	13.685	B
C-A	720	180			720				
A-B	99	25			99				
A-C	576	144			576				

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	595	100.000
B - Westfield Avenue		ONE HOUR	✓	227	100.000
C - Kingfield Road (W)		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	85	510
	B - Westfield Avenue	49	0	178
	C - Kingfield Road (W)	691	302	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	0	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-C	0.38	11.17	0.6	B	163	245
B-A	0.37	39.25	0.6	E	45	67
C-AB	0.64	17.79	1.9	C	291	436
C-A					621	931
AB					78	117
AC					468	702

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	606	0.221	133	0.0	0.3	7.591	A
B-A	37	9	248	0.149	36	0.0	0.2	16.960	C
C-AB	228	57	570	0.400	226	0.0	0.7	10.367	B
C-A	519	130			519				
AB	64	16			64				
AC	384	96			384				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	574	0.279	160	0.3	0.4	8.685	A
B-A	44	11	205	0.215	44	0.2	0.3	22.252	C
C-AB	276	69	556	0.497	275	0.7	1.0	12.768	B
C-A	617	154			617				
AB	76	19			76				
AC	458	115			458				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	520	0.377	195	0.4	0.6	11.044	B
B-A	54	13	146	0.369	53	0.3	0.5	38.101	E
C-AB	368	92	570	0.645	364	1.0	1.9	17.246	C
C-A	726	181			726				
AB	94	23			94				
AC	562	140			562				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	518	0.378	196	0.6	0.6	11.170	B
B-A	54	13	145	0.371	54	0.5	0.6	39.249	E
C-AB	368	92	570	0.645	367	1.9	1.9	17.793	C
C-A	726	181			726				
AB	94	23			94				
AC	562	140			562				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	572	0.280	161	0.6	0.4	8.784	A
B-A	44	11	204	0.216	45	0.6	0.3	22.820	C
C-AB	276	69	556	0.497	280	1.9	1.0	13.220	B
C-A	617	154			617				
AB	76	19			76				
AC	458	115			458				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	604	0.222	134	0.4	0.3	7.667	A
B-A	37	9	247	0.149	37	0.3	0.2	17.211	C
C-AB	228	57	570	0.400	230	1.0	0.7	10.611	B
C-A	519	130			519				
AB	64	16			64				
AC	384	96			384				

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	385	100.000
B - Westfield Avenue		ONE HOUR	✓	156	100.000
C - Kingfield Road (W)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	51	334
B - Westfield Avenue	34	0	122
C - Kingfield Road (W)	192	120	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	0
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	1	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-C	0.22	7.47	0.3	A	112	168
B-A	0.12	12.78	0.1	B	31	47
C-AB	0.23	8.23	0.3	A	110	165
C-A					176	264
AB					47	70
AC					306	460

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	657	0.140	91	0.0	0.2	6.356	A
B-A	26	6	365	0.070	25	0.0	0.1	10.580	B
C-AB	90	23	603	0.150	90	0.0	0.2	7.007	A
C-A	145	36			145				
AB	38	10			38				
AC	251	63			251				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	640	0.171	110	0.2	0.2	6.786	A
B-A	31	8	346	0.088	30	0.1	0.1	11.410	B
C-AB	108	27	589	0.183	108	0.2	0.2	7.478	A
C-A	173	43			173				
AB	46	11			46				
AC	300	75			300				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	616	0.218	134	0.2	0.3	7.462	A
B-A	37	9	319	0.117	37	0.1	0.1	12.762	B
C-AB	132	33	570	0.232	132	0.2	0.3	8.218	A
C-A	211	53			211				
AB	56	14			56				
AC	368	92			368				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	616	0.218	134	0.3	0.3	7.472	A
B-A	37	9	319	0.117	37	0.1	0.1	12.778	B
C-AB	132	33	570	0.232	132	0.3	0.3	8.229	A
C-A	211	53			211				
AB	56	14			56				
AC	368	92			368				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	640	0.171	110	0.3	0.2	6.798	A
B-A	31	8	346	0.088	31	0.1	0.1	11.429	B
C-AB	108	27	589	0.183	108	0.3	0.2	7.493	A
C-A	173	43			173				
A-B	46	11			46				
A-C	300	75			300				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	657	0.140	92	0.2	0.2	6.377	A
B-A	26	6	365	0.070	26	0.1	0.1	10.608	B
C-AB	90	23	603	0.150	91	0.2	0.2	7.031	A
C-A	145	36			145				
A-B	38	10			38				
A-C	251	63			251				

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	578	100.000
B - Westfield Avenue		ONE HOUR	✓	184	100.000
C - Kingfield Road (W)		ONE HOUR	✓	852	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	45	533
	B - Westfield Avenue	30	0	154
	C - Kingfield Road (W)	641	211	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.31	9.35	0.4	A	141	212
B-A	0.19	24.98	0.2	C	28	41
C-AB	0.45	12.36	0.8	B	195	292
C-A					587	881
AB					41	62
AC					489	734

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	623	0.186	115	0.0	0.2	7.071	A
B-A	23	6	266	0.085	22	0.0	0.1	14.755	B
C-AB	159	40	572	0.278	157	0.0	0.4	8.661	A
C-A	483	121			483				
AB	34	8			34				
AC	401	100			401				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	35	596	0.232	138	0.2	0.3	7.863	A
B-A	27	7	229	0.118	27	0.1	0.1	17.827	C
C-AB	190	48	551	0.345	189	0.4	0.5	9.927	A
C-A	576	144			576				
AB	40	10			40				
AC	479	120			479				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	555	0.305	169	0.3	0.4	9.308	A
B-A	33	8	177	0.186	33	0.1	0.2	24.824	C
C-AB	235	59	526	0.446	234	0.5	0.8	12.269	B
C-A	703	176			703				
AB	50	12			50				
AC	587	147			587				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	555	0.306	170	0.4	0.4	9.346	A
B-A	33	8	177	0.187	33	0.2	0.2	24.978	C
C-AB	235	59	526	0.446	235	0.8	0.8	12.358	B
C-A	703	176			703				
AB	50	12			50				
AC	587	147			587				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	35	595	0.233	139	0.4	0.3	7.904	A
B-A	27	7	228	0.118	27	0.2	0.1	17.949	C
C-AB	190	48	551	0.345	191	0.8	0.5	10.032	B
C-A	576	144			576				
AB	40	10			40				
AC	479	120			479				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	623	0.186	116	0.3	0.2	7.116	A
B-A	23	6	265	0.085	23	0.1	0.1	14.849	B
C-AB	159	40	572	0.278	159	0.5	0.4	8.749	A
C-A	483	121			483				
AB	34	8			34				
AC	401	100			401				

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	697	100.000
B - Westfield Avenue		ONE HOUR	✓	234	100.000
C - Kingfield Road (W)		ONE HOUR	✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	65	632
B - Westfield Avenue	46	0	188
C - Kingfield Road (W)	467	151	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.41	11.92	0.7	B	173	259
B-A	0.26	24.41	0.3	C	42	63
C-AB	0.34	11.19	0.5	B	139	208
C-A					428	643
AB					60	89
AC					580	870

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	35	590	0.240	140	0.0	0.3	7.982	A
B-A	35	9	282	0.123	34	0.0	0.1	14.472	B
C-AB	114	28	549	0.207	113	0.0	0.3	8.242	A
C-A	352	88			352				
AB	49	12			49				
AC	476	119			476				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	557	0.303	169	0.3	0.4	9.253	A
B-A	41	10	247	0.167	41	0.1	0.2	17.445	C
C-AB	136	34	523	0.260	135	0.3	0.3	9.278	A
C-A	420	105			420				
AB	58	15			58				
AC	568	142			568				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	509	0.406	206	0.4	0.7	11.832	B
B-A	51	13	198	0.256	50	0.2	0.3	24.217	C
C-AB	167	42	488	0.341	166	0.3	0.5	11.148	B
C-A	514	128			514				
AB	72	18			72				
AC	696	174			696				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	509	0.407	207	0.7	0.7	11.922	B
B-A	51	13	198	0.256	51	0.3	0.3	24.407	C
C-AB	167	42	488	0.341	167	0.5	0.5	11.191	B
C-A	514	128			514				
AB	72	18			72				
AC	696	174			696				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	556	0.304	170	0.7	0.4	9.340	A
B-A	41	10	247	0.167	42	0.3	0.2	17.597	C
C-AB	136	34	523	0.260	136	0.5	0.4	9.325	A
C-A	420	105			420				
A-B	58	15			58				
A-C	568	142			568				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	35	589	0.240	142	0.4	0.3	8.059	A
B-A	35	9	282	0.123	35	0.2	0.1	14.579	B
C-AB	114	28	549	0.207	114	0.4	0.3	8.289	A
C-A	352	88			352				
A-B	49	12			49				
A-C	476	119			476				

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	607	100.000
B - Westfield Avenue		ONE HOUR	✓	237	100.000
C - Kingfield Road (W)		ONE HOUR	✓	1050	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	88	519
B - Westfield Avenue	49	0	188
C - Kingfield Road (W)	724	326	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	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-C	0.41	11.97	0.7	B	173	259
B-A	0.42	47.32	0.7	E	45	67
C-AB	0.70	19.91	2.6	C	325	487
C-A					639	958
AB					81	121
AC					476	714

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	35	604	0.234	140	0.0	0.3	7.743	A
B-A	37	9	237	0.156	36	0.0	0.2	17.858	C
C-AB	247	62	570	0.434	244	0.0	0.8	10.961	B
C-A	543	136			543				
AB	66	17			66				
AC	391	98			391				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	570	0.296	169	0.3	0.4	8.947	A
B-A	44	11	192	0.229	44	0.2	0.3	24.124	C
C-AB	302	75	559	0.539	300	0.8	1.2	13.796	B
C-A	642	161			642				
AB	79	20			79				
AC	467	117			467				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	511	0.405	206	0.4	0.7	11.769	B
B-A	54	13	131	0.413	53	0.3	0.6	45.193	E
C-AB	425	106	607	0.700	420	1.2	2.5	18.950	C
C-A	731	183			731				
AB	97	24			97				
AC	571	143			571				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	508	0.408	207	0.7	0.7	11.972	B
B-A	54	13	130	0.416	54	0.6	0.7	47.318	E
C-AB	425	106	607	0.700	424	2.5	2.6	19.913	C
C-A	731	183			731				
AB	97	24			97				
AC	571	143			571				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	568	0.298	170	0.7	0.4	9.076	A
B-A	44	11	191	0.231	46	0.7	0.3	25.006	D
C-AB	302	75	559	0.539	307	2.6	1.2	14.567	B
C-A	642	161			642				
AB	79	20			79				
AC	467	117			467				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	35	603	0.235	142	0.4	0.3	7.825	A
B-A	37	9	236	0.156	37	0.3	0.2	18.175	C
C-AB	247	62	570	0.434	249	1.2	0.8	11.289	B
C-A	543	136			543				
AB	66	17			66				
AC	391	98			391				

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	437	100.000
B - Westfield Avenue		ONE HOUR	✓	182	100.000
C - Kingfield Road (W)		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	58	379
B - Westfield Avenue	38	0	144
C - Kingfield Road (W)	202	121	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	0
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	1	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-C	0.26	8.15	0.4	A	132	198
B-A	0.14	13.65	0.2	B	35	52
C-AB	0.24	8.53	0.3	A	111	167
C-A					185	278
AB					53	80
AC					348	522

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	647	0.167	108	0.0	0.2	6.661	A
B-A	29	7	356	0.080	28	0.0	0.1	10.984	B
C-AB	91	23	593	0.154	90	0.0	0.2	7.150	A
C-A	152	38			152				
AB	44	11			44				
AC	285	71			285				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	628	0.206	129	0.2	0.3	7.217	A
B-A	34	9	335	0.102	34	0.1	0.1	11.971	B
C-AB	109	27	577	0.188	109	0.2	0.2	7.678	A
C-A	182	45			182				
AB	52	13			52				
AC	341	85			341				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	601	0.264	158	0.3	0.4	8.128	A
B-A	42	10	306	0.137	42	0.1	0.2	13.628	B
C-AB	133	33	555	0.240	133	0.2	0.3	8.514	A
C-A	222	56			222				
AB	64	16			64				
AC	417	104			417				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	600	0.264	159	0.4	0.4	8.145	A
B-A	42	10	306	0.137	42	0.2	0.2	13.648	B
C-AB	133	33	555	0.240	133	0.3	0.3	8.528	A
C-A	222	56			222				
AB	64	16			64				
AC	417	104			417				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	628	0.206	130	0.4	0.3	7.237	A
B-A	34	9	335	0.102	34	0.2	0.1	11.996	B
C-AB	109	27	577	0.188	109	0.3	0.2	7.696	A
C-A	182	45			182				
A-B	52	13			52				
A-C	341	85			341				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	647	0.168	109	0.3	0.2	6.690	A
B-A	29	7	356	0.080	29	0.1	0.1	11.020	B
C-AB	91	23	593	0.154	91	0.2	0.2	7.176	A
C-A	152	38			152				
A-B	44	11			44				
A-C	285	71			285				

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	590	100.000
B - Westfield Avenue		ONE HOUR	✓	196	100.000
C - Kingfield Road (W)		ONE HOUR	✓	909	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	48	542
B - Westfield Avenue	31	0	165
C - Kingfield Road (W)	674	235	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.33	9.81	0.5	A	151	227
B-A	0.21	28.11	0.3	D	28	43
C-AB	0.50	13.62	1.0	B	218	327
C-A					616	924
AB					44	66
AC					497	746

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	31	621	0.200	123	0.0	0.2	7.218	A
B-A	23	6	256	0.091	23	0.0	0.1	15.450	C
C-AB	177	44	570	0.311	175	0.0	0.4	9.090	A
C-A	507	127			507				
AB	36	9			36				
AC	408	102			408				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	592	0.250	148	0.2	0.3	8.097	A
B-A	28	7	216	0.129	28	0.1	0.1	19.060	C
C-AB	212	53	549	0.386	211	0.4	0.6	10.630	B
C-A	605	151			605				
AB	43	11			43				
AC	487	122			487				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	45	549	0.331	181	0.3	0.5	9.758	A
B-A	34	9	162	0.210	34	0.1	0.3	27.859	D
C-AB	265	66	529	0.500	263	0.6	1.0	13.479	B
C-A	736	184			736				
AB	53	13			53				
AC	597	149			597				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	45	549	0.331	182	0.5	0.5	9.808	A
B-A	34	9	162	0.211	34	0.3	0.3	28.112	D
C-AB	265	66	529	0.500	265	1.0	1.0	13.623	B
C-A	736	184			736				
AB	53	13			53				
AC	597	149			597				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	591	0.251	149	0.5	0.3	8.146	A
B-A	28	7	216	0.129	28	0.3	0.2	19.235	C
C-AB	212	53	549	0.386	213	1.0	0.6	10.767	B
C-A	605	151			605				
AB	43	11			43				
AC	487	122			487				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	31	620	0.200	125	0.3	0.3	7.268	A
B-A	23	6	255	0.092	24	0.2	0.1	15.568	C
C-AB	177	44	570	0.311	178	0.6	0.5	9.206	A
C-A	507	127			507				
AB	36	9			36				
AC	408	102			408				

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	750	100.000
B - Westfield Avenue		ONE HOUR	✓	260	100.000
C - Kingfield Road (W)		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	73	677
	B - Westfield Avenue	50	0	210
	C - Kingfield Road (W)	477	152	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.47	13.93	0.9	B	193	289
B-A	0.30	27.91	0.4	D	46	69
C-AB	0.35	11.77	0.5	B	140	209
C-A					438	656
AB					67	100
AC					621	932

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	158	40	579	0.273	157	0.0	0.4	8.502	A
B-A	38	9	273	0.138	37	0.0	0.2	15.204	C
C-AB	114	29	539	0.212	113	0.0	0.3	8.444	A
C-A	359	90			359				
AB	55	14			55				
AC	510	127			510				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	543	0.348	188	0.4	0.5	10.128	B
B-A	45	11	236	0.190	45	0.2	0.2	18.764	C
C-AB	137	34	511	0.267	136	0.3	0.4	9.597	A
C-A	429	107			429				
AB	66	16			66				
AC	609	152			609				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	231	58	490	0.472	230	0.5	0.9	13.761	B
B-A	55	14	184	0.299	54	0.2	0.4	27.584	D
C-AB	168	42	474	0.354	167	0.4	0.5	11.714	B
C-A	525	131			525				
AB	80	20			80				
AC	745	186			745				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	231	58	489	0.473	231	0.9	0.9	13.934	B
B-A	55	14	184	0.299	55	0.4	0.4	27.914	D
C-AB	168	42	474	0.354	168	0.5	0.5	11.767	B
C-A	525	131			525				
AB	80	20			80				
AC	745	186			745				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	542	0.348	190	0.9	0.5	10.270	B
B-A	45	11	236	0.190	46	0.4	0.2	18.981	C
C-AB	137	34	511	0.267	137	0.5	0.4	9.653	A
C-A	429	107			429				
A-B	66	16			66				
A-C	609	152			609				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	158	40	578	0.274	159	0.5	0.4	8.606	A
B-A	38	9	273	0.138	38	0.2	0.2	15.340	C
C-AB	114	29	539	0.212	115	0.4	0.3	8.503	A
C-A	359	90			359				
A-B	55	14			55				
A-C	510	127			510				

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	639	100.000
B - Westfield Avenue		ONE HOUR	✓	267	100.000
C - Kingfield Road (W)		ONE HOUR	✓	1202	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	96	543
B - Westfield Avenue	50	0	217
C - Kingfield Road (W)	811	391	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	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-C	0.55	18.58	1.2	C	199	299
B-A	0.64	108.94	1.5	F	46	69
C-AB	0.85	29.62	7.6	D	473	710
C-A					630	945
AB					88	132
AC					498	747

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	598	0.273	162	0.0	0.4	8.228	A
B-A	38	9	209	0.180	37	0.0	0.2	20.819	C
C-AB	301	75	573	0.526	297	0.0	1.1	12.860	B
C-A	604	151			604				
AB	72	18			72				
AC	409	102			409				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	558	0.349	194	0.4	0.5	9.874	A
B-A	45	11	159	0.283	44	0.2	0.4	31.247	D
C-AB	389	97	594	0.656	386	1.1	2.0	17.105	C
C-A	691	173			691				
AB	86	22			86				
AC	488	122			488				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	60	456	0.524	237	0.5	1.1	16.250	C
B-A	55	14	89	0.617	51	0.4	1.3	88.488	F
C-AB	729	182	852	0.855	711	2.0	6.3	24.570	C
C-A	595	149			595				
AB	106	26			106				
AC	598	149			598				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	60	431	0.554	238	1.1	1.2	18.576	C
B-A	55	14	86	0.643	54	1.3	1.5	108.936	F
C-AB	729	182	852	0.855	723	6.3	7.6	29.619	D
C-A	595	149			595				
AB	106	26			106				
AC	598	149			598				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	549	0.355	198	1.2	0.6	10.314	B
B-A	45	11	154	0.292	49	1.5	0.4	35.595	E
C-AB	389	97	594	0.656	411	7.6	2.3	21.875	C
C-A	691	173			691				
AB	86	22			86				
AC	488	122			488				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	596	0.274	164	0.6	0.4	8.358	A
B-A	38	9	207	0.182	38	0.4	0.2	21.490	C
C-AB	301	75	573	0.526	306	2.3	1.2	13.696	B
C-A	604	151			604				
AB	72	18			72				
AC	409	102			409				

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	578	100.000
B - Westfield Avenue		ONE HOUR	✓	252	100.000
C - Kingfield Road (W)		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	77	501
B - Westfield Avenue	48	0	204
C - Kingfield Road (W)	229	124	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	0
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	0	1	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-C	0.40	10.84	0.7	B	187	281
B-A	0.20	16.69	0.2	C	44	66
C-AB	0.26	9.47	0.4	A	114	171
C-A					210	315
AB					71	106
AC					460	690

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	620	0.248	152	0.0	0.3	7.681	A
B-A	36	9	330	0.109	36	0.0	0.1	12.194	B
C-AB	93	23	567	0.165	93	0.0	0.2	7.580	A
C-A	172	43			172				
AB	58	14			58				
AC	377	94			377				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	594	0.309	183	0.3	0.4	8.757	A
B-A	43	11	305	0.142	43	0.1	0.2	13.743	B
C-AB	111	28	546	0.204	111	0.2	0.3	8.280	A
C-A	206	51			206				
AB	69	17			69				
AC	450	113			450				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	557	0.403	224	0.4	0.7	10.776	B
B-A	53	13	269	0.197	53	0.2	0.2	16.632	C
C-AB	137	34	517	0.264	136	0.3	0.4	9.445	A
C-A	252	63			252				
AB	85	21			85				
AC	552	138			552				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	557	0.403	225	0.7	0.7	10.838	B
B-A	53	13	269	0.197	53	0.2	0.2	16.688	C
C-AB	137	34	517	0.264	137	0.4	0.4	9.466	A
C-A	252	63			252				
AB	85	21			85				
AC	552	138			552				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	593	0.309	184	0.7	0.5	8.820	A
B-A	43	11	305	0.142	43	0.2	0.2	13.799	B
C-AB	111	28	546	0.204	112	0.4	0.3	8.303	A
C-A	206	51			206				
A-B	69	17			69				
A-C	450	113			450				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	619	0.248	154	0.5	0.3	7.749	A
B-A	36	9	330	0.109	36	0.2	0.1	12.255	B
C-AB	93	23	567	0.165	94	0.3	0.2	7.614	A
C-A	172	43			172				
A-B	58	14			58				
A-C	377	94			377				

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	621	100.000
B - Westfield Avenue		ONE HOUR	✓	225	100.000
C - Kingfield Road (W)		ONE HOUR	✓	1060	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	55	566
	B - Westfield Avenue	31	0	194
	C - Kingfield Road (W)	761	299	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	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-C	0.40	11.28	0.7	B	178	267
B-A	0.28	40.94	0.4	E	28	43
C-AB	0.65	17.95	2.0	C	290	435
C-A					683	1024
AB					50	76
AC					519	779

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	617	0.237	145	0.0	0.3	7.603	A
B-A	23	6	228	0.102	23	0.0	0.1	17.531	C
C-AB	226	57	566	0.400	223	0.0	0.7	10.445	B
C-A	572	143			572				
AB	41	10			41				
AC	426	107			426				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	585	0.298	174	0.3	0.4	8.740	A
B-A	28	7	184	0.152	28	0.1	0.2	23.043	C
C-AB	274	68	551	0.498	273	0.7	1.0	12.894	B
C-A	679	170			679				
AB	49	12			49				
AC	509	127			509				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	534	0.400	213	0.4	0.7	11.167	B
B-A	34	9	123	0.278	33	0.2	0.4	39.950	E
C-AB	369	92	570	0.648	365	1.0	1.9	17.374	C
C-A	798	199			798				
AB	61	15			61				
AC	623	156			623				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	532	0.401	214	0.7	0.7	11.283	B
B-A	34	9	122	0.280	34	0.4	0.4	40.942	E
C-AB	369	92	570	0.647	369	1.9	2.0	17.951	C
C-A	798	199			798				
AB	61	15			61				
AC	623	156			623				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	584	0.299	175	0.7	0.4	8.832	A
B-A	28	7	182	0.153	29	0.4	0.2	23.513	C
C-AB	274	68	551	0.497	278	2.0	1.0	13.373	B
C-A	679	170			679				
AB	49	12			49				
AC	509	127			509				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	616	0.237	147	0.4	0.3	7.677	A
B-A	23	6	227	0.103	24	0.2	0.1	17.738	C
C-AB	226	57	566	0.400	227	1.0	0.7	10.693	B
C-A	572	143			572				
AB	41	10			41				
AC	426	107			426				

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road (E)		ONE HOUR	✓	891	100.000
B - Westfield Avenue		ONE HOUR	✓	330	100.000
C - Kingfield Road (W)		ONE HOUR	✓	658	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	92	799
B - Westfield Avenue	60	0	270
C - Kingfield Road (W)	504	154	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
A - Kingfield Road (E)	0	0	1
B - Westfield Avenue	0	0	0
C - Kingfield Road (W)	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-C	0.69	27.02	2.1	D	248	372
B-A	0.48	49.66	0.9	E	55	83
C-AB	0.39	13.59	0.6	B	142	212
C-A					462	693
AB					84	127
AC					733	1100

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	548	0.371	201	0.0	0.6	10.314	B
B-A	45	11	249	0.182	44	0.0	0.2	17.549	C
C-AB	116	29	512	0.227	115	0.0	0.3	9.041	A
C-A	379	95			379				
AB	69	17			69				
AC	602	150			602				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	243	61	504	0.482	241	0.6	0.9	13.658	B
B-A	54	13	206	0.262	53	0.2	0.3	23.589	C
C-AB	139	35	479	0.289	138	0.3	0.4	10.543	B
C-A	453	113			453				
AB	83	21			83				
AC	718	180			718				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	74	432	0.688	293	0.9	2.0	25.111	D
B-A	66	17	139	0.474	64	0.3	0.8	46.737	E
C-AB	170	43	435	0.391	169	0.4	0.6	13.495	B
C-A	554	139			554				
AB	101	25			101				
AC	880	220			880				

17:15 - 17:30

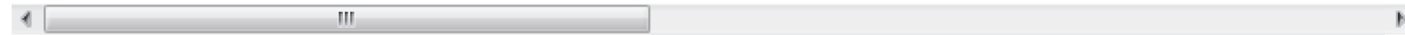
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	74	429	0.693	297	2.0	2.1	27.016	D
B-A	66	17	138	0.479	66	0.8	0.9	49.659	E
C-AB	170	43	435	0.391	170	0.6	0.6	13.585	B
C-A	554	139			554				
AB	101	25			101				
AC	880	220			880				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	243	61	501	0.484	247	2.1	1.0	14.429	B
B-A	54	13	205	0.263	56	0.9	0.4	24.478	C
C-AB	139	35	479	0.289	139	0.6	0.4	10.628	B
C-A	453	113			453				
A-B	83	21			83				
A-C	718	180			718				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	547	0.372	205	1.0	0.6	10.576	B
B-A	45	11	248	0.182	46	0.4	0.2	17.831	C
C-AB	116	29	512	0.227	116	0.4	0.3	9.115	A
C-A	379	95			379				
A-B	69	17			69				
A-C	602	150			602				



APPENDIX V

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: A247_Egley Road_Wych Hill Lane Roundabout 191021 Flat Profile.j9
 Path: X:\Projects\180000\183923 - Woking FC\MODELLING
 Report generation date: 07/11/2019 11:18:15

- »2019, Weekday AM Peak
- »2019, Weekday PM Peak
- »2019, Weekday Early Evening
- »2019, Weekday Late Evening
- »2019, Weekend Pre-Game (Non-Gameday)
- »2019, Weekend Post-Game (Non-Gameday)
- »2019, Weekend Pre-Game
- »2019, Weekend Post-Game
- »2024, Weekday AM Peak
- »2024, Weekday PM Peak
- »2024, Weekday Early Evening
- »2024, Weekday Late Evening
- »2024, Weekend Pre-Game (Non-Gameday)
- »2024, Weekend Post-Game (Non-Gameday)
- »2024, Weekend Pre-Game
- »2024, Weekend Post-Game
- »2024 + Dev, Weekday AM Peak
- »2024 + Dev, Weekday PM Peak
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (4,000), Weekend Pre-Game
- »2024 + Dev (4,000), Weekend Post-Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (5,500), Weekend Pre-Game
- »2024 + Dev (5,500), Weekend Post-Game
- »2024 + Dev (9,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Post Game
- »2024 + Dev (9,500), Weekend Pre-Game
- »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM Peak					Weekday PM Peak					Weekday Early Evening					Weekday Late Evening				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LO
1 - Guildford Road	D1	0.9	6.20	0.47	A	D2	1.7	8.64	0.62	A	D3	0.8	5.30	0.43	A	D4	0.2	2.75	0.14	A
2 - Wych Hill Lane (E)		6.5	23.58	0.87	C		3.6	16.21	0.79	C		1.5	7.29	0.60	A		0.3	2.98	0.21	A
3 - Egley Road		2.4	10.53	0.71	B		1.2	6.15	0.56	A		0.9	4.81	0.46	A		0.2	2.58	0.17	A
4 - Wych Hill Lane (W)		1.8	8.63	0.65	A		1.5	6.53	0.60	A		0.9	4.76	0.46	A		0.1	2.41	0.10	A
1 - Guildford Road	D9	1.1	6.94	0.52	A	D10	2.2	10.56	0.68	B	D11	0.9	5.81	0.47	A	D12	0.2	2.79	0.15	A
2 - Wych Hill Lane (E)		16.1	56.61	0.95	F		6.6	27.99	0.87	D		1.9	8.64	0.66	A		0.3	3.07	0.23	A
3 - Egley Road		3.4	14.37	0.78	B		1.5	7.14	0.61	A		1.0	5.32	0.50	A		0.2	2.64	0.18	A
4 - Wych Hill Lane (W)		2.4	10.95	0.71	B		1.8	7.69	0.65	A		1.0	5.25	0.50	A		0.1	2.45	0.11	A
1 - Guildford Road	D17	1.0	6.64	0.50	A	D18	2.0	10.15	0.67	B										
2 - Wych Hill Lane (E)		43.5	140.82	1.00	F		4.1	18.88	0.81	C										
3 - Egley Road		3.8	15.95	0.80	C		1.4	6.59	0.59	A										
4 - Wych Hill Lane (W)		2.3	10.84	0.70	B		1.7	7.28	0.64	A										
1 - Guildford Road																				
2 - Wych Hill Lane (E)																				
3 - Egley Road																				
4 - Wych Hill Lane (W)																				
1 - Guildford Road																				
2 - Wych Hill Lane (E)																				
3 - Egley Road																				
4 - Wych Hill Lane (W)																				

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	A247 / Egley Road / Wych Hill Lane ARCADY
Location	Woking
Site number	
Date	03/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓		
D2	2019	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓		
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00		15	✓		
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00		15	✓		
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D9	2024	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0636
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00		15	✓	Simple	D5*1.0673
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00		15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓	Simple	D7*1.0673
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓		
D18	2024 + Dev	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00		15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45		15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		

Analysis Set Details

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

2019, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	13.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Guildford Road	
2	Wych Hill Lane (E)	
3	Egley Road	
4	Wych Hill Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Guildford Road	4.00	6.40	19.8	9.8	41.6	34.0	
2 - Wych Hill Lane (E)	3.70	5.90	18.7	25.8	41.6	12.0	
3 - Egley Road	4.90	6.80	12.0	17.5	41.6	23.5	
4 - Wych Hill Lane (W)	3.20	6.90	28.5	25.4	41.6	13.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Guildford Road	0.603	1624
2 - Wych Hill Lane (E)	0.665	1723
3 - Egley Road	0.681	1896
4 - Wych Hill Lane (W)	0.694	1881

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	522	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1010	100.000
3 - Egley Road		FLAT	✓	825	100.000
4 - Wych Hill Lane (W)		FLAT	✓	758	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	0	9	433	80
2 - Wych Hill Lane (E)	304	1	82	623
3 - Egley Road	564	97	0	164
4 - Wych Hill Lane (W)	59	406	292	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	0	11	3	1
2 - Wych Hill Lane (E)	3	0	1	0
3 - Egley Road	2	2	0	7
4 - Wych Hill Lane (W)	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.47	6.20	0.9	A	522	783
2 - Wych Hill Lane (E)	0.87	23.58	6.5	C	1010	1515
3 - Egley Road	0.71	10.53	2.4	B	825	1237
4 - Wych Hill Lane (W)	0.65	8.63	1.8	A	758	1137

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	790	1107	0.472	518	914	0.0	0.9	6.080	A
2 - Wych Hill Lane (E)	1010	253	800	1165	0.867	988	508	0.0	5.6	18.449	C
3 - Egley Road	825	206	988	1181	0.699	816	800	0.0	2.2	9.654	A
4 - Wych Hill Lane (W)	758	190	952	1185	0.640	751	852	0.0	1.7	8.179	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	926	0.9	0.9	6.198	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1008	513	5.6	6.1	22.829	C
3 - Egley Road	825	206	1007	1168	0.706	825	807	2.2	2.3	10.463	B
4 - Wych Hill Lane (W)	758	190	965	1176	0.645	758	867	1.7	1.8	8.608	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1009	513	6.1	6.3	23.269	C
3 - Egley Road	825	206	1008	1167	0.707	825	807	2.3	2.4	10.510	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.624	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.3	6.4	23.436	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.523	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.630	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.4	6.4	23.525	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.527	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.631	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.4	6.5	23.578	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.531	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.631	A

2019, Weekday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	694	100.000
2 - Wych Hill Lane (E)		FLAT	✓	814	100.000
3 - Egley Road		FLAT	✓	734	100.000
4 - Wych Hill Lane (W)		FLAT	✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	16	602	74
	2 - Wych Hill Lane (E)	258	1	78	477
	3 - Egley Road	380	73	0	281
	4 - Wych Hill Lane (W)	63	419	331	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.62	8.64	1.7	A	694	1041
2 - Wych Hill Lane (E)	0.79	16.21	3.6	C	814	1221
3 - Egley Road	0.56	6.15	1.2	A	734	1101
4 - Wych Hill Lane (W)	0.60	6.53	1.5	A	814	1221

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	819	1114	0.623	688	696	0.0	1.6	8.320	A
2 - Wych Hill Lane (E)	814	203	1001	1041	0.782	801	505	0.0	3.3	14.266	B
3 - Egley Road	734	183	800	1328	0.553	729	1002	0.0	1.2	5.963	A
4 - Wych Hill Lane (W)	814	204	707	1370	0.594	808	823	0.0	1.4	6.341	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.6	1.6	8.632	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	813	509	3.3	3.5	16.068	C
3 - Egley Road	734	183	812	1320	0.556	734	1011	1.2	1.2	6.140	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.4	1.5	6.524	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.6	1.7	8.638	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.5	3.6	16.163	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.145	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.528	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.640	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.193	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.640	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.206	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.641	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.214	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	473	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	676	100.000
3 - Egley Road		ONE HOUR	✓	583	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	592	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	1	12	402	58
	2 - Wych Hill Lane (E)	249	2	72	353
	3 - Egley Road	287	69	2	225
	4 - Wych Hill Lane (W)	44	360	187	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	1
	4 - Wych Hill Lane (W)	0	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.43	5.30	0.8	A	434	651
2 - Wych Hill Lane (E)	0.60	7.29	1.5	A	620	930
3 - Egley Road	0.46	4.81	0.9	A	535	802
4 - Wych Hill Lane (W)	0.46	4.76	0.9	A	543	815

Main Results for each time segment

18:30 - 18:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	356	89	466	1330	0.268	355	436	0.0	0.4	3.685	A
2 - Wych Hill Lane (E)	509	127	488	1391	0.366	507	332	0.0	0.6	4.061	A
3 - Egley Road	439	110	498	1549	0.283	437	497	0.0	0.4	3.233	A
4 - Wych Hill Lane (W)	446	111	457	1557	0.286	444	478	0.0	0.4	3.230	A

18:45 - 19:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	425	106	558	1275	0.333	425	522	0.4	0.5	4.229	A
2 - Wych Hill Lane (E)	608	152	585	1326	0.458	607	398	0.6	0.8	4.994	A
3 - Egley Road	524	131	596	1483	0.354	524	595	0.4	0.5	3.752	A
4 - Wych Hill Lane (W)	532	133	548	1494	0.356	532	572	0.4	0.5	3.737	A

19:00 - 19:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	521	130	682	1200	0.434	520	638	0.5	0.8	5.282	A
2 - Wych Hill Lane (E)	744	186	715	1239	0.601	742	487	0.8	1.5	7.202	A
3 - Egley Road	642	160	729	1392	0.461	641	728	0.5	0.8	4.783	A
4 - Wych Hill Lane (W)	652	163	670	1409	0.462	651	699	0.5	0.9	4.736	A

19:15 - 19:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	521	130	684	1200	0.434	521	640	0.8	0.8	5.302	A
2 - Wych Hill Lane (E)	744	186	717	1238	0.601	744	488	1.5	1.5	7.287	A
3 - Egley Road	642	160	731	1390	0.462	642	730	0.8	0.9	4.808	A
4 - Wych Hill Lane (W)	652	163	672	1408	0.463	652	701	0.9	0.9	4.758	A

19:30 - 19:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	425	106	560	1274	0.334	426	524	0.8	0.5	4.250	A
2 - Wych Hill Lane (E)	608	152	587	1325	0.459	610	399	1.5	0.9	5.055	A
3 - Egley Road	524	131	599	1480	0.354	525	598	0.9	0.6	3.773	A
4 - Wych Hill Lane (W)	532	133	550	1493	0.357	533	575	0.9	0.6	3.759	A

19:45 - 20:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	356	89	468	1329	0.268	357	438	0.5	0.4	3.706	A
2 - Wych Hill Lane (E)	509	127	491	1389	0.366	510	334	0.9	0.6	4.100	A
3 - Egley Road	439	110	501	1547	0.284	440	500	0.6	0.4	3.250	A
4 - Wych Hill Lane (W)	446	111	460	1555	0.287	446	480	0.6	0.4	3.247	A

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	192	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	300	100.000
3 - Egley Road		ONE HOUR	✓	258	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	1	170	21
	2 - Wych Hill Lane (E)	120	1	36	143
	3 - Egley Road	143	18	0	97
	4 - Wych Hill Lane (W)	22	79	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	0
	4 - Wych Hill Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.14	2.75	0.2	A	176	264
2 - Wych Hill Lane (E)	0.21	2.98	0.3	A	275	413
3 - Egley Road	0.17	2.58	0.2	A	237	355
4 - Wych Hill Lane (W)	0.10	2.41	0.1	A	144	216

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	145	36	116	1554	0.093	144	214	0.0	0.1	2.554	A
2 - Wych Hill Lane (E)	226	56	185	1594	0.142	225	74	0.0	0.2	2.629	A
3 - Egley Road	194	49	214	1749	0.111	194	197	0.0	0.1	2.314	A
4 - Wych Hill Lane (W)	118	30	212	1733	0.068	118	196	0.0	0.1	2.228	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	173	43	138	1540	0.112	173	256	0.1	0.1	2.632	A
2 - Wych Hill Lane (E)	270	67	222	1570	0.172	270	89	0.2	0.2	2.769	A
3 - Egley Road	232	58	256	1721	0.135	232	235	0.1	0.2	2.417	A
4 - Wych Hill Lane (W)	141	35	253	1704	0.083	141	234	0.1	0.1	2.302	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	211	53	169	1521	0.139	211	314	0.1	0.2	2.747	A
2 - Wych Hill Lane (E)	330	83	272	1537	0.215	330	109	0.2	0.3	2.983	A
3 - Egley Road	284	71	314	1681	0.169	284	288	0.2	0.2	2.576	A
4 - Wych Hill Lane (W)	173	43	310	1665	0.104	173	287	0.1	0.1	2.412	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	211	53	170	1521	0.139	211	314	0.2	0.2	2.747	A
2 - Wych Hill Lane (E)	330	83	272	1536	0.215	330	109	0.3	0.3	2.984	A
3 - Egley Road	284	71	314	1681	0.169	284	288	0.2	0.2	2.576	A
4 - Wych Hill Lane (W)	173	43	310	1664	0.104	173	287	0.1	0.1	2.413	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	173	43	139	1540	0.112	173	256	0.2	0.1	2.634	A
2 - Wych Hill Lane (E)	270	67	222	1569	0.172	270	89	0.3	0.2	2.772	A
3 - Egley Road	232	58	256	1720	0.135	232	236	0.2	0.2	2.418	A
4 - Wych Hill Lane (W)	141	35	254	1704	0.083	141	235	0.1	0.1	2.303	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	145	36	116	1554	0.093	145	215	0.1	0.1	2.554	A
2 - Wych Hill Lane (E)	226	56	186	1593	0.142	226	75	0.2	0.2	2.634	A
3 - Egley Road	194	49	215	1749	0.111	194	197	0.2	0.1	2.317	A
4 - Wych Hill Lane (W)	118	30	212	1733	0.068	118	197	0.1	0.1	2.231	A

2019, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	424	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	668	100.000
3 - Egley Road		ONE HOUR	✓	600	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	637	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	14	361	46
	2 - Wych Hill Lane (E)	250	1	91	326
	3 - Egley Road	341	62	3	194
	4 - Wych Hill Lane (W)	54	342	240	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	2	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.39	5.00	0.6	A	389	584
2 - Wych Hill Lane (E)	0.60	7.20	1.5	A	613	919
3 - Egley Road	0.47	4.79	0.9	A	551	826
4 - Wych Hill Lane (W)	0.52	5.48	1.1	A	585	877

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	319	80	487	1326	0.241	318	486	0.0	0.3	3.566	A
2 - Wych Hill Lane (E)	503	126	490	1389	0.362	501	314	0.0	0.6	4.045	A
3 - Egley Road	452	113	470	1561	0.289	450	521	0.0	0.4	3.236	A
4 - Wych Hill Lane (W)	480	120	495	1518	0.316	478	425	0.0	0.5	3.454	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	583	1267	0.301	381	582	0.3	0.4	4.058	A
2 - Wych Hill Lane (E)	601	150	587	1324	0.454	599	376	0.6	0.8	4.963	A
3 - Egley Road	539	135	563	1498	0.360	539	624	0.4	0.6	3.751	A
4 - Wych Hill Lane (W)	573	143	593	1451	0.395	572	509	0.5	0.6	4.092	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	467	117	713	1188	0.393	466	712	0.4	0.6	4.980	A
2 - Wych Hill Lane (E)	735	184	719	1236	0.595	733	460	0.8	1.4	7.124	A
3 - Egley Road	661	165	688	1413	0.468	659	764	0.6	0.9	4.769	A
4 - Wych Hill Lane (W)	701	175	725	1359	0.516	700	623	0.6	1.1	5.444	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	467	117	715	1187	0.393	467	713	0.6	0.6	4.999	A
2 - Wych Hill Lane (E)	735	184	720	1235	0.596	735	461	1.4	1.5	7.205	A
3 - Egley Road	661	165	690	1412	0.468	661	765	0.9	0.9	4.793	A
4 - Wych Hill Lane (W)	701	175	727	1358	0.516	701	624	1.1	1.1	5.479	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	585	1266	0.301	382	584	0.6	0.4	4.077	A
2 - Wych Hill Lane (E)	601	150	589	1322	0.454	603	378	1.5	0.8	5.023	A
3 - Egley Road	539	135	566	1496	0.361	541	626	0.9	0.6	3.775	A
4 - Wych Hill Lane (W)	573	143	595	1449	0.395	574	511	1.1	0.7	4.124	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	319	80	489	1324	0.241	320	489	0.4	0.3	3.586	A
2 - Wych Hill Lane (E)	503	126	493	1387	0.363	504	316	0.8	0.6	4.084	A
3 - Egley Road	452	113	473	1559	0.290	452	524	0.6	0.4	3.254	A
4 - Wych Hill Lane (W)	480	120	498	1516	0.316	480	428	0.7	0.5	3.479	A

2019, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	379	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	663	100.000
3 - Egley Road		ONE HOUR	✓	539	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	9	318	50
	2 - Wych Hill Lane (E)	248	0	62	353
	3 - Egley Road	308	39	1	191
	4 - Wych Hill Lane (W)	58	259	183	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	3	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.32	4.08	0.5	A	348	522
2 - Wych Hill Lane (E)	0.56	6.21	1.2	A	608	913
3 - Egley Road	0.43	4.52	0.7	A	495	742
4 - Wych Hill Lane (W)	0.39	4.19	0.6	A	460	690

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	285	71	362	1403	0.203	284	462	0.0	0.3	3.216	A
2 - Wych Hill Lane (E)	499	125	416	1439	0.347	497	230	0.0	0.5	3.812	A
3 - Egley Road	406	101	490	1546	0.262	404	423	0.0	0.4	3.148	A
4 - Wych Hill Lane (W)	377	94	448	1556	0.242	376	446	0.0	0.3	3.047	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	434	1359	0.251	340	553	0.3	0.3	3.533	A
2 - Wych Hill Lane (E)	596	149	498	1385	0.430	595	276	0.5	0.7	4.555	A
3 - Egley Road	485	121	587	1481	0.327	484	507	0.4	0.5	3.610	A
4 - Wych Hill Lane (W)	450	113	537	1495	0.301	450	534	0.3	0.4	3.442	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	417	104	531	1300	0.321	417	677	0.3	0.5	4.073	A
2 - Wych Hill Lane (E)	730	182	610	1310	0.557	728	337	0.7	1.2	6.163	A
3 - Egley Road	593	148	718	1392	0.426	592	620	0.5	0.7	4.498	A
4 - Wych Hill Lane (W)	552	138	657	1412	0.391	551	654	0.4	0.6	4.178	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	417	104	532	1299	0.321	417	678	0.5	0.5	4.080	A
2 - Wych Hill Lane (E)	730	182	611	1310	0.557	730	338	1.2	1.2	6.210	A
3 - Egley Road	593	148	720	1390	0.427	593	621	0.7	0.7	4.516	A
4 - Wych Hill Lane (W)	552	138	658	1411	0.391	552	655	0.6	0.6	4.190	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	435	1358	0.251	341	555	0.5	0.3	3.542	A
2 - Wych Hill Lane (E)	596	149	500	1384	0.431	598	276	1.2	0.8	4.592	A
3 - Egley Road	485	121	590	1479	0.328	486	508	0.7	0.5	3.630	A
4 - Wych Hill Lane (W)	450	113	539	1494	0.302	451	536	0.6	0.4	3.455	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	285	71	364	1402	0.204	286	464	0.3	0.3	3.228	A
2 - Wych Hill Lane (E)	499	125	418	1438	0.347	500	231	0.8	0.5	3.841	A
3 - Egley Road	406	101	493	1544	0.263	406	425	0.5	0.4	3.167	A
4 - Wych Hill Lane (W)	377	94	451	1555	0.243	378	449	0.4	0.3	3.059	A

2019, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	6.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	390	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	734	100.000
3 - Egley Road		ONE HOUR	✓	655	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	738	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	3	16	316	55
	2 - Wych Hill Lane (E)	312	1	81	340
	3 - Egley Road	337	85	1	232
	4 - Wych Hill Lane (W)	105	392	241	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	0	6	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.38	5.08	0.6	A	358	537
2 - Wych Hill Lane (E)	0.64	7.93	1.8	A	674	1010
3 - Egley Road	0.54	5.78	1.1	A	601	902
4 - Wych Hill Lane (W)	0.63	7.41	1.7	A	677	1016

Main Results for each time segment

13:30 - 13:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	294	73	540	1291	0.227	292	567	0.0	0.3	3.601	A
2 - Wych Hill Lane (E)	553	138	462	1407	0.393	550	370	0.0	0.6	4.189	A
3 - Egley Road	493	123	533	1513	0.326	491	479	0.0	0.5	3.519	A
4 - Wych Hill Lane (W)	556	139	554	1478	0.376	553	470	0.0	0.6	3.881	A

13:45 - 14:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	351	88	646	1227	0.286	350	679	0.3	0.4	4.105	A
2 - Wych Hill Lane (E)	660	165	553	1346	0.490	659	443	0.6	1.0	5.229	A
3 - Egley Road	589	147	638	1442	0.408	588	574	0.5	0.7	4.214	A
4 - Wych Hill Lane (W)	663	166	663	1403	0.473	662	563	0.6	0.9	4.854	A

14:00 - 14:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	429	107	790	1139	0.377	429	831	0.4	0.6	5.060	A
2 - Wych Hill Lane (E)	808	202	676	1263	0.640	805	542	1.0	1.7	7.806	A
3 - Egley Road	721	180	780	1346	0.536	719	702	0.7	1.1	5.733	A
4 - Wych Hill Lane (W)	813	203	811	1300	0.625	810	688	0.9	1.6	7.296	A

14:15 - 14:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	429	107	793	1138	0.377	429	833	0.6	0.6	5.081	A
2 - Wych Hill Lane (E)	808	202	678	1262	0.640	808	544	1.7	1.8	7.928	A
3 - Egley Road	721	180	783	1344	0.537	721	704	1.1	1.1	5.782	A
4 - Wych Hill Lane (W)	813	203	814	1298	0.626	812	690	1.6	1.7	7.405	A

14:30 - 14:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	351	88	650	1224	0.286	351	683	0.6	0.4	4.128	A
2 - Wych Hill Lane (E)	660	165	556	1344	0.491	663	446	1.8	1.0	5.309	A
3 - Egley Road	589	147	642	1439	0.409	591	576	1.1	0.7	4.254	A
4 - Wych Hill Lane (W)	663	166	667	1400	0.474	666	566	1.7	0.9	4.927	A

14:45 - 15:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	294	73	543	1289	0.228	294	571	0.4	0.3	3.617	A
2 - Wych Hill Lane (E)	553	138	465	1405	0.393	554	373	1.0	0.7	4.237	A
3 - Egley Road	493	123	536	1510	0.327	494	482	0.7	0.5	3.547	A
4 - Wych Hill Lane (W)	556	139	557	1476	0.376	557	473	0.9	0.6	3.921	A

2019, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	8.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	387	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	936	100.000
3 - Egley Road		ONE HOUR	✓	513	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	13	309	62
	2 - Wych Hill Lane (E)	365	2	95	474
	3 - Egley Road	284	39	3	187
	4 - Wych Hill Lane (W)	67	235	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	1	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.33	4.13	0.5	A	355	533
2 - Wych Hill Lane (E)	0.80	13.50	3.8	B	859	1288
3 - Egley Road	0.47	5.68	0.9	A	471	706
4 - Wych Hill Lane (W)	0.41	4.56	0.7	A	453	680

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	353	1397	0.208	290	539	0.0	0.3	3.248	A
2 - Wych Hill Lane (E)	705	176	427	1429	0.493	701	217	0.0	1.0	4.918	A
3 - Egley Road	386	97	678	1414	0.273	385	449	0.0	0.4	3.495	A
4 - Wych Hill Lane (W)	372	93	522	1504	0.247	371	542	0.0	0.3	3.174	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	348	87	423	1355	0.257	348	645	0.3	0.3	3.572	A
2 - Wych Hill Lane (E)	841	210	511	1373	0.613	839	260	1.0	1.6	6.716	A
3 - Egley Road	461	115	812	1323	0.349	461	538	0.4	0.5	4.171	A
4 - Wych Hill Lane (W)	444	111	624	1432	0.310	444	648	0.3	0.4	3.639	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	426	107	518	1298	0.328	426	788	0.3	0.5	4.122	A
2 - Wych Hill Lane (E)	1031	258	626	1296	0.795	1022	318	1.6	3.6	12.772	B
3 - Egley Road	565	141	990	1203	0.469	563	658	0.5	0.9	5.615	A
4 - Wych Hill Lane (W)	544	136	762	1336	0.407	543	791	0.4	0.7	4.531	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	426	107	519	1298	0.328	426	791	0.5	0.5	4.129	A
2 - Wych Hill Lane (E)	1031	258	626	1296	0.795	1030	318	3.6	3.8	13.496	B
3 - Egley Road	565	141	997	1198	0.471	565	659	0.9	0.9	5.682	A
4 - Wych Hill Lane (W)	544	136	766	1334	0.408	544	796	0.7	0.7	4.557	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	348	87	424	1355	0.257	348	651	0.5	0.3	3.579	A
2 - Wych Hill Lane (E)	841	210	512	1372	0.613	850	260	3.8	1.6	7.006	A
3 - Egley Road	461	115	822	1316	0.350	463	540	0.9	0.5	4.224	A
4 - Wych Hill Lane (W)	444	111	630	1428	0.311	445	655	0.7	0.5	3.666	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	355	1396	0.209	292	543	0.3	0.3	3.258	A
2 - Wych Hill Lane (E)	705	176	429	1428	0.494	707	218	1.6	1.0	5.014	A
3 - Egley Road	386	97	684	1409	0.274	387	452	0.5	0.4	3.521	A
4 - Wych Hill Lane (W)	372	93	525	1501	0.248	372	546	0.5	0.3	3.192	A

2024, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	25.84	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	554	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1073	100.000
3 - Egley Road		FLAT	✓	876	100.000
4 - Wych Hill Lane (W)		FLAT	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	10	460	85
	2 - Wych Hill Lane (E)	323	1	87	662
	3 - Egley Road	599	103	0	174
	4 - Wych Hill Lane (W)	63	431	310	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	11	3	1
	2 - Wych Hill Lane (E)	3	0	1	0
	3 - Egley Road	2	2	0	7
	4 - Wych Hill Lane (W)	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.52	6.94	1.1	A	554	831
2 - Wych Hill Lane (E)	0.95	56.61	16.1	F	1073	1609
3 - Egley Road	0.78	14.37	3.4	B	876	1314
4 - Wych Hill Lane (W)	0.71	10.95	2.4	B	805	1207

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	837	1079	0.514	550	963	0.0	1.0	6.756	A
2 - Wych Hill Lane (E)	1073	268	848	1133	0.947	1032	538	0.0	10.2	28.867	D
3 - Egley Road	876	219	1033	1150	0.762	864	847	0.0	3.0	12.110	B
4 - Wych Hill Lane (W)	805	201	1004	1149	0.701	796	893	0.0	2.3	9.970	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	846	1073	0.516	554	981	1.0	1.1	6.931	A
2 - Wych Hill Lane (E)	1073	268	856	1128	0.951	1062	544	10.2	12.8	45.451	E
3 - Egley Road	876	219	1062	1131	0.775	875	856	3.0	3.3	13.955	B
4 - Wych Hill Lane (W)	805	201	1022	1136	0.709	804	915	2.3	2.4	10.835	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	846	1073	0.517	554	982	1.1	1.1	6.937	A
2 - Wych Hill Lane (E)	1073	268	856	1127	0.951	1067	545	12.8	14.1	50.470	F
3 - Egley Road	876	219	1066	1128	0.777	876	856	3.3	3.4	14.201	B
4 - Wych Hill Lane (W)	805	201	1024	1135	0.709	805	918	2.4	2.4	10.905	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	846	1073	0.517	554	983	1.1	1.1	6.937	A
2 - Wych Hill Lane (E)	1073	268	856	1127	0.951	1069	545	14.1	15.0	53.331	F
3 - Egley Road	876	219	1068	1127	0.777	876	857	3.4	3.4	14.296	B
4 - Wych Hill Lane (W)	805	201	1025	1134	0.710	805	920	2.4	2.4	10.928	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	846	1073	0.517	554	984	1.1	1.1	6.938	A
2 - Wych Hill Lane (E)	1073	268	856	1127	0.951	1070	545	15.0	15.6	55.235	F
3 - Egley Road	876	219	1069	1126	0.778	876	857	3.4	3.4	14.344	B
4 - Wych Hill Lane (W)	805	201	1025	1134	0.710	805	920	2.4	2.4	10.941	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	139	846	1073	0.517	554	984	1.1	1.1	6.938	A
2 - Wych Hill Lane (E)	1073	268	856	1127	0.951	1071	545	15.6	16.1	56.607	F
3 - Egley Road	876	219	1070	1126	0.778	876	857	3.4	3.4	14.375	B
4 - Wych Hill Lane (W)	805	201	1025	1134	0.710	805	921	2.4	2.4	10.946	B

2024, Weekday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	13.60	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	738	100.000
2 - Wych Hill Lane (E)		FLAT	✓	866	100.000
3 - Egley Road		FLAT	✓	781	100.000
4 - Wych Hill Lane (W)		FLAT	✓	866	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	17	640	79
	2 - Wych Hill Lane (E)	274	1	83	507
	3 - Egley Road	404	78	0	299
	4 - Wych Hill Lane (W)	67	446	352	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.68	10.56	2.2	B	738	1107
2 - Wych Hill Lane (E)	0.87	27.99	6.6	D	866	1299
3 - Egley Road	0.61	7.14	1.5	A	781	1171
4 - Wych Hill Lane (W)	0.65	7.69	1.8	A	866	1299

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	870	1083	0.681	730	737	0.0	2.1	9.970	A
2 - Wych Hill Lane (E)	866	216	1063	1000	0.866	844	537	0.0	5.4	20.863	C
3 - Egley Road	781	195	844	1298	0.601	775	1063	0.0	1.5	6.800	A
4 - Wych Hill Lane (W)	866	216	749	1341	0.646	859	870	0.0	1.8	7.361	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	877	1079	0.684	738	747	2.1	2.1	10.537	B
2 - Wych Hill Lane (E)	866	216	1074	993	0.872	863	541	5.4	6.1	26.729	D
3 - Egley Road	781	195	862	1286	0.607	781	1075	1.5	1.5	7.115	A
4 - Wych Hill Lane (W)	866	216	758	1334	0.649	866	884	1.8	1.8	7.676	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	877	1079	0.684	738	747	2.1	2.1	10.551	B
2 - Wych Hill Lane (E)	866	216	1074	993	0.872	865	541	6.1	6.3	27.472	D
3 - Egley Road	781	195	864	1285	0.607	781	1075	1.5	1.5	7.135	A
4 - Wych Hill Lane (W)	866	216	759	1334	0.649	866	885	1.8	1.8	7.687	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	877	1079	0.684	738	748	2.1	2.1	10.556	B
2 - Wych Hill Lane (E)	866	216	1074	993	0.872	865	541	6.3	6.4	27.753	D
3 - Egley Road	781	195	864	1285	0.608	781	1075	1.5	1.5	7.139	A
4 - Wych Hill Lane (W)	866	216	759	1334	0.649	866	886	1.8	1.8	7.690	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	877	1079	0.684	738	748	2.1	2.1	10.558	B
2 - Wych Hill Lane (E)	866	216	1074	993	0.872	865	541	6.4	6.5	27.899	D
3 - Egley Road	781	195	864	1285	0.608	781	1075	1.5	1.5	7.141	A
4 - Wych Hill Lane (W)	866	216	759	1334	0.649	866	886	1.8	1.8	7.691	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	738	185	877	1079	0.684	738	748	2.1	2.2	10.560	B
2 - Wych Hill Lane (E)	866	216	1074	993	0.872	866	541	6.5	6.6	27.992	D
3 - Egley Road	781	195	865	1285	0.608	781	1075	1.5	1.5	7.141	A
4 - Wych Hill Lane (W)	866	216	759	1334	0.649	866	886	1.8	1.8	7.693	A

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	6.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	503	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	719	100.000
3 - Egley Road		ONE HOUR	✓	620	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	630	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	1	13	428	62
	2 - Wych Hill Lane (E)	265	2	77	375
	3 - Egley Road	305	73	2	239
	4 - Wych Hill Lane (W)	47	383	199	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	1
	4 - Wych Hill Lane (W)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.47	5.81	0.9	A	462	692
2 - Wych Hill Lane (E)	0.66	8.64	1.9	A	660	990
3 - Egley Road	0.50	5.32	1.0	A	569	853
4 - Wych Hill Lane (W)	0.50	5.25	1.0	A	578	867

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	379	95	495	1313	0.289	377	463	0.0	0.4	3.842	A
2 - Wych Hill Lane (E)	541	135	519	1370	0.395	539	353	0.0	0.6	4.317	A
3 - Egley Road	467	117	529	1528	0.306	465	529	0.0	0.4	3.381	A
4 - Wych Hill Lane (W)	474	119	486	1537	0.308	472	508	0.0	0.4	3.375	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	452	113	593	1254	0.361	452	555	0.4	0.6	4.482	A
2 - Wych Hill Lane (E)	646	162	622	1302	0.497	645	423	0.6	1.0	5.471	A
3 - Egley Road	557	139	634	1457	0.383	557	633	0.4	0.6	3.996	A
4 - Wych Hill Lane (W)	566	142	582	1470	0.385	565	608	0.4	0.6	3.974	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	138	726	1174	0.472	553	678	0.6	0.9	5.777	A
2 - Wych Hill Lane (E)	792	198	761	1209	0.655	788	518	1.0	1.8	8.488	A
3 - Egley Road	683	171	774	1361	0.502	681	774	0.6	1.0	5.284	A
4 - Wych Hill Lane (W)	693	173	712	1380	0.502	692	743	0.6	1.0	5.217	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	554	138	727	1174	0.472	554	680	0.9	0.9	5.809	A
2 - Wych Hill Lane (E)	792	198	762	1208	0.656	792	519	1.8	1.9	8.645	A
3 - Egley Road	683	171	777	1359	0.502	683	776	1.0	1.0	5.324	A
4 - Wych Hill Lane (W)	693	173	714	1379	0.503	693	746	1.0	1.0	5.252	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	452	113	595	1253	0.361	454	558	0.9	0.6	4.511	A
2 - Wych Hill Lane (E)	646	162	624	1300	0.497	650	425	1.9	1.0	5.566	A
3 - Egley Road	557	139	638	1454	0.383	559	636	1.0	0.6	4.029	A
4 - Wych Hill Lane (W)	566	142	585	1468	0.386	568	612	1.0	0.6	4.005	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	379	95	498	1311	0.289	379	466	0.6	0.4	3.866	A
2 - Wych Hill Lane (E)	541	135	522	1368	0.396	543	355	1.0	0.7	4.369	A
3 - Egley Road	467	117	533	1525	0.306	468	532	0.6	0.4	3.407	A
4 - Wych Hill Lane (W)	474	119	489	1535	0.309	475	511	0.6	0.4	3.397	A

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	204	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	319	100.000
3 - Egley Road		ONE HOUR	✓	274	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	167	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	1	181	22
	2 - Wych Hill Lane (E)	128	1	38	152
	3 - Egley Road	152	19	0	103
	4 - Wych Hill Lane (W)	23	84	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	0
	4 - Wych Hill Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.15	2.79	0.2	A	187	281
2 - Wych Hill Lane (E)	0.23	3.07	0.3	A	293	439
3 - Egley Road	0.18	2.64	0.2	A	252	378
4 - Wych Hill Lane (W)	0.11	2.45	0.1	A	153	230

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	154	38	123	1549	0.099	153	228	0.0	0.1	2.579	A
2 - Wych Hill Lane (E)	240	60	197	1586	0.151	240	79	0.0	0.2	2.672	A
3 - Egley Road	207	52	228	1740	0.119	206	209	0.0	0.1	2.347	A
4 - Wych Hill Lane (W)	126	31	225	1724	0.073	125	208	0.0	0.1	2.252	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	184	46	147	1535	0.120	183	272	0.1	0.1	2.663	A
2 - Wych Hill Lane (E)	287	72	236	1560	0.184	287	95	0.2	0.2	2.826	A
3 - Egley Road	247	62	272	1710	0.144	247	250	0.1	0.2	2.460	A
4 - Wych Hill Lane (W)	150	38	269	1693	0.089	150	249	0.1	0.1	2.332	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	225	56	180	1515	0.148	225	333	0.1	0.2	2.790	A
2 - Wych Hill Lane (E)	351	88	289	1525	0.230	351	116	0.2	0.3	3.066	A
3 - Egley Road	302	76	333	1668	0.181	302	307	0.2	0.2	2.635	A
4 - Wych Hill Lane (W)	184	46	330	1651	0.111	184	305	0.1	0.1	2.453	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	225	56	180	1515	0.148	225	334	0.2	0.2	2.790	A
2 - Wych Hill Lane (E)	351	88	289	1525	0.230	351	116	0.3	0.3	3.066	A
3 - Egley Road	302	76	334	1667	0.181	302	307	0.2	0.2	2.636	A
4 - Wych Hill Lane (W)	184	46	330	1651	0.111	184	306	0.1	0.1	2.453	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	184	46	147	1535	0.120	184	273	0.2	0.1	2.666	A
2 - Wych Hill Lane (E)	287	72	236	1560	0.184	287	95	0.3	0.2	2.830	A
3 - Egley Road	247	62	273	1709	0.144	247	251	0.2	0.2	2.463	A
4 - Wych Hill Lane (W)	150	38	270	1693	0.089	150	250	0.1	0.1	2.333	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	154	38	123	1549	0.099	154	228	0.1	0.1	2.579	A
2 - Wych Hill Lane (E)	240	60	198	1585	0.152	240	79	0.2	0.2	2.676	A
3 - Egley Road	207	52	228	1740	0.119	207	210	0.2	0.1	2.350	A
4 - Wych Hill Lane (W)	126	31	226	1723	0.073	126	209	0.1	0.1	2.253	A

2024, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	6.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	453	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	713	100.000
3 - Egley Road		ONE HOUR	✓	640	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	15	385	49
	2 - Wych Hill Lane (E)	267	1	97	348
	3 - Egley Road	364	66	3	207
	4 - Wych Hill Lane (W)	58	365	256	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	2	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.43	5.46	0.8	A	415	623
2 - Wych Hill Lane (E)	0.65	8.62	1.9	A	654	981
3 - Egley Road	0.51	5.33	1.0	A	588	881
4 - Wych Hill Lane (W)	0.57	6.25	1.3	A	624	936

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	519	1306	0.261	339	519	0.0	0.4	3.719	A
2 - Wych Hill Lane (E)	537	134	523	1367	0.393	534	335	0.0	0.6	4.312	A
3 - Egley Road	482	121	501	1540	0.313	480	556	0.0	0.5	3.392	A
4 - Wych Hill Lane (W)	512	128	528	1495	0.342	510	454	0.0	0.5	3.645	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	407	102	622	1244	0.327	406	621	0.4	0.5	4.297	A
2 - Wych Hill Lane (E)	641	160	627	1297	0.494	640	401	0.6	1.0	5.462	A
3 - Egley Road	576	144	600	1473	0.391	575	666	0.5	0.6	4.007	A
4 - Wych Hill Lane (W)	611	153	632	1423	0.429	610	543	0.5	0.7	4.423	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	498	125	761	1159	0.430	497	759	0.5	0.7	5.432	A
2 - Wych Hill Lane (E)	785	196	767	1204	0.652	782	491	1.0	1.8	8.459	A
3 - Egley Road	705	176	734	1382	0.510	704	815	0.6	1.0	5.294	A
4 - Wych Hill Lane (W)	749	187	773	1326	0.564	746	664	0.7	1.3	6.188	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	498	125	763	1157	0.430	498	761	0.7	0.8	5.460	A
2 - Wych Hill Lane (E)	785	196	768	1202	0.653	785	492	1.8	1.9	8.616	A
3 - Egley Road	705	176	737	1380	0.511	705	817	1.0	1.0	5.332	A
4 - Wych Hill Lane (W)	749	187	776	1324	0.565	749	666	1.3	1.3	6.249	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	407	102	625	1242	0.328	408	624	0.8	0.5	4.322	A
2 - Wych Hill Lane (E)	641	160	629	1296	0.495	644	403	1.9	1.0	5.556	A
3 - Egley Road	576	144	605	1470	0.392	577	669	1.0	0.6	4.041	A
4 - Wych Hill Lane (W)	611	153	636	1421	0.430	613	546	1.3	0.8	4.467	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	522	1304	0.261	341	522	0.5	0.4	3.739	A
2 - Wych Hill Lane (E)	537	134	526	1364	0.393	538	337	1.0	0.7	4.364	A
3 - Egley Road	482	121	505	1537	0.314	483	559	0.6	0.5	3.416	A
4 - Wych Hill Lane (W)	512	128	531	1493	0.343	513	457	0.8	0.5	3.678	A

2024, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	405	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	708	100.000
3 - Egley Road		ONE HOUR	✓	575	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	10	339	53
	2 - Wych Hill Lane (E)	265	0	66	377
	3 - Egley Road	329	42	1	204
	4 - Wych Hill Lane (W)	62	276	195	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	3	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.35	4.32	0.5	A	371	557
2 - Wych Hill Lane (E)	0.61	7.15	1.5	A	649	974
3 - Egley Road	0.47	4.97	0.9	A	528	792
4 - Wych Hill Lane (W)	0.43	4.55	0.7	A	491	736

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	305	76	387	1388	0.219	303	493	0.0	0.3	3.317	A
2 - Wych Hill Lane (E)	533	133	444	1421	0.375	530	246	0.0	0.6	4.033	A
3 - Egley Road	433	108	523	1524	0.284	432	452	0.0	0.4	3.291	A
4 - Wych Hill Lane (W)	403	101	479	1535	0.262	401	476	0.0	0.4	3.169	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	364	91	463	1341	0.271	363	590	0.3	0.4	3.680	A
2 - Wych Hill Lane (E)	636	159	532	1362	0.467	635	294	0.6	0.9	4.943	A
3 - Egley Road	517	129	626	1454	0.356	517	541	0.4	0.5	3.838	A
4 - Wych Hill Lane (W)	481	120	573	1470	0.327	480	570	0.4	0.5	3.635	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	445	111	567	1278	0.348	445	722	0.4	0.5	4.319	A
2 - Wych Hill Lane (E)	779	195	651	1283	0.607	777	360	0.9	1.5	7.072	A
3 - Egley Road	633	158	766	1359	0.466	632	662	0.5	0.9	4.943	A
4 - Wych Hill Lane (W)	589	147	701	1381	0.426	588	697	0.5	0.7	4.531	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	445	111	568	1278	0.349	445	724	0.5	0.5	4.324	A
2 - Wych Hill Lane (E)	779	195	652	1282	0.608	779	361	1.5	1.5	7.152	A
3 - Egley Road	633	158	768	1358	0.467	633	663	0.9	0.9	4.970	A
4 - Wych Hill Lane (W)	589	147	703	1380	0.427	589	699	0.7	0.7	4.549	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	364	91	464	1341	0.271	364	593	0.5	0.4	3.688	A
2 - Wych Hill Lane (E)	636	159	534	1361	0.467	639	295	1.5	0.9	4.999	A
3 - Egley Road	517	129	630	1452	0.356	518	542	0.9	0.6	3.862	A
4 - Wych Hill Lane (W)	481	120	576	1468	0.327	482	573	0.7	0.5	3.652	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	305	76	389	1387	0.220	305	496	0.4	0.3	3.328	A
2 - Wych Hill Lane (E)	533	133	447	1419	0.375	534	247	0.9	0.6	4.072	A
3 - Egley Road	433	108	527	1522	0.285	434	454	0.6	0.4	3.310	A
4 - Wych Hill Lane (W)	403	101	481	1533	0.263	403	479	0.5	0.4	3.185	A

2024, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	8.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	416	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	783	100.000
3 - Egley Road		ONE HOUR	✓	699	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	17	337	59
	2 - Wych Hill Lane (E)	333	1	86	363
	3 - Egley Road	360	91	1	248
	4 - Wych Hill Lane (W)	112	418	257	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	6	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.41	5.56	0.7	A	382	573
2 - Wych Hill Lane (E)	0.70	9.74	2.3	A	719	1078
3 - Egley Road	0.59	6.68	1.4	A	641	962
4 - Wych Hill Lane (W)	0.69	9.14	2.2	A	723	1084

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	313	78	576	1269	0.247	312	605	0.0	0.3	3.755	A
2 - Wych Hill Lane (E)	590	147	493	1386	0.426	587	395	0.0	0.7	4.489	A
3 - Egley Road	526	132	568	1489	0.354	524	511	0.0	0.5	3.725	A
4 - Wych Hill Lane (W)	593	148	591	1453	0.408	590	501	0.0	0.7	4.161	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	374	94	689	1200	0.312	374	725	0.3	0.4	4.351	A
2 - Wych Hill Lane (E)	704	176	590	1321	0.533	703	473	0.7	1.1	5.807	A
3 - Egley Road	628	157	681	1413	0.445	627	612	0.5	0.8	4.579	A
4 - Wych Hill Lane (W)	708	177	708	1372	0.516	707	600	0.7	1.1	5.400	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	458	115	842	1108	0.414	457	886	0.4	0.7	5.528	A
2 - Wych Hill Lane (E)	863	216	722	1233	0.700	858	578	1.1	2.3	9.489	A
3 - Egley Road	770	192	831	1311	0.587	767	748	0.8	1.4	6.595	A
4 - Wych Hill Lane (W)	867	217	865	1263	0.687	863	734	1.1	2.1	8.908	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	458	115	846	1105	0.415	458	889	0.7	0.7	5.563	A
2 - Wych Hill Lane (E)	863	216	724	1231	0.700	862	580	2.3	2.3	9.743	A
3 - Egley Road	770	192	835	1308	0.588	770	751	1.4	1.4	6.683	A
4 - Wych Hill Lane (W)	867	217	868	1260	0.688	867	737	2.1	2.2	9.141	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	374	94	695	1197	0.313	375	730	0.7	0.5	4.384	A
2 - Wych Hill Lane (E)	704	176	593	1319	0.534	709	477	2.3	1.2	5.945	A
3 - Egley Road	628	157	686	1409	0.446	631	616	1.4	0.8	4.643	A
4 - Wych Hill Lane (W)	708	177	713	1368	0.517	712	605	2.2	1.1	5.522	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	313	78	580	1267	0.247	314	610	0.5	0.3	3.778	A
2 - Wych Hill Lane (E)	590	147	496	1384	0.426	591	398	1.2	0.7	4.551	A
3 - Egley Road	526	132	573	1486	0.354	527	515	0.8	0.6	3.762	A
4 - Wych Hill Lane (W)	593	148	595	1450	0.409	595	505	1.1	0.7	4.217	A

2024, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	11.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	413	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	999	100.000
3 - Egley Road		ONE HOUR	✓	548	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	527	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	14	330	66
	2 - Wych Hill Lane (E)	390	2	101	506
	3 - Egley Road	303	42	3	200
	4 - Wych Hill Lane (W)	72	251	205	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	1	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.36	4.38	0.6	A	379	569
2 - Wych Hill Lane (E)	0.87	20.85	6.1	C	917	1375
3 - Egley Road	0.52	6.53	1.1	A	502	754
4 - Wych Hill Lane (W)	0.45	5.02	0.8	A	484	726

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	311	78	377	1383	0.225	310	575	0.0	0.3	3.351	A
2 - Wych Hill Lane (E)	752	188	456	1410	0.533	748	231	0.0	1.1	5.399	A
3 - Egley Road	412	103	724	1383	0.298	411	479	0.0	0.4	3.696	A
4 - Wych Hill Lane (W)	397	99	556	1480	0.268	395	578	0.0	0.4	3.316	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	371	93	451	1338	0.277	371	688	0.3	0.4	3.721	A
2 - Wych Hill Lane (E)	898	225	545	1350	0.665	895	277	1.1	1.9	7.855	A
3 - Egley Road	492	123	866	1287	0.383	491	574	0.4	0.6	4.524	A
4 - Wych Hill Lane (W)	474	118	666	1403	0.338	473	692	0.4	0.5	3.869	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	455	114	552	1277	0.356	454	838	0.4	0.5	4.368	A
2 - Wych Hill Lane (E)	1100	275	668	1268	0.867	1085	339	1.9	5.7	18.344	C
3 - Egley Road	603	151	1051	1162	0.519	601	701	0.6	1.1	6.399	A
4 - Wych Hill Lane (W)	581	145	811	1303	0.446	579	841	0.5	0.8	4.969	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	455	114	553	1277	0.356	455	844	0.5	0.6	4.379	A
2 - Wych Hill Lane (E)	1100	275	669	1267	0.868	1098	340	5.7	6.1	20.845	C
3 - Egley Road	603	151	1063	1154	0.523	603	704	1.1	1.1	6.533	A
4 - Wych Hill Lane (W)	581	145	817	1298	0.447	580	849	0.8	0.8	5.015	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	371	93	453	1337	0.278	372	697	0.6	0.4	3.733	A
2 - Wych Hill Lane (E)	898	225	547	1349	0.666	914	278	6.1	2.0	8.575	A
3 - Egley Road	492	123	884	1275	0.386	494	577	1.1	0.6	4.622	A
4 - Wych Hill Lane (W)	474	118	675	1397	0.339	475	703	0.8	0.5	3.911	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	311	78	379	1382	0.225	311	580	0.4	0.3	3.362	A
2 - Wych Hill Lane (E)	752	188	458	1408	0.534	756	233	2.0	1.2	5.546	A
3 - Egley Road	412	103	731	1378	0.299	413	482	0.6	0.4	3.736	A
4 - Wych Hill Lane (W)	397	99	561	1476	0.269	398	583	0.5	0.4	3.338	A

2024 + Dev, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	55.16	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM Peak	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	545	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1131	100.000
3 - Egley Road		FLAT	✓	878	100.000
4 - Wych Hill Lane (W)		FLAT	✓	782	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	460	85
	2 - Wych Hill Lane (E)	353	1	98	679
	3 - Egley Road	599	105	0	174
	4 - Wych Hill Lane (W)	63	408	310	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	11	3	1
	2 - Wych Hill Lane (E)	3	0	1	0
	3 - Egley Road	2	2	0	7
	4 - Wych Hill Lane (W)	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.50	6.64	1.0	A	545	818
2 - Wych Hill Lane (E)	1.00	140.82	43.5	F	1131	1696
3 - Egley Road	0.80	15.95	3.8	C	878	1317
4 - Wych Hill Lane (W)	0.70	10.84	2.3	B	782	1173

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	815	1093	0.499	541	985	0.0	1.0	6.479	A
2 - Wych Hill Lane (E)	1131	283	849	1132	0.999	1066	508	0.0	16.2	39.274	E
3 - Egley Road	878	219	1059	1133	0.775	865	856	0.0	3.2	12.890	B
4 - Wych Hill Lane (W)	782	196	1027	1132	0.691	773	897	0.0	2.2	9.823	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	824	1088	0.501	545	1005	1.0	1.0	6.633	A
2 - Wych Hill Lane (E)	1131	283	856	1127	1.003	1101	514	16.2	23.8	75.562	F
3 - Egley Road	878	219	1091	1111	0.790	877	865	3.2	3.6	15.184	C
4 - Wych Hill Lane (W)	782	196	1047	1118	0.700	782	920	2.2	2.3	10.681	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	825	1087	0.501	545	1007	1.0	1.0	6.636	A
2 - Wych Hill Lane (E)	1131	283	856	1127	1.004	1107	514	23.8	29.8	95.932	F
3 - Egley Road	878	219	1097	1107	0.793	878	866	3.6	3.7	15.577	C
4 - Wych Hill Lane (W)	782	196	1050	1116	0.701	782	925	2.3	2.3	10.767	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	825	1087	0.501	545	1008	1.0	1.0	6.637	A
2 - Wych Hill Lane (E)	1131	283	856	1127	1.004	1111	514	29.8	34.8	112.681	F
3 - Egley Road	878	219	1100	1105	0.794	878	866	3.7	3.7	15.758	C
4 - Wych Hill Lane (W)	782	196	1051	1115	0.701	782	927	2.3	2.3	10.802	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	825	1087	0.501	545	1009	1.0	1.0	6.637	A
2 - Wych Hill Lane (E)	1131	283	856	1127	1.004	1113	514	34.8	39.4	127.421	F
3 - Egley Road	878	219	1102	1104	0.795	878	866	3.7	3.8	15.871	C
4 - Wych Hill Lane (W)	782	196	1052	1114	0.702	782	928	2.3	2.3	10.818	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	545	136	825	1087	0.501	545	1010	1.0	1.0	6.637	A
2 - Wych Hill Lane (E)	1131	283	856	1127	1.004	1114	514	39.4	43.5	140.817	F
3 - Egley Road	878	219	1104	1103	0.796	878	867	3.8	3.8	15.949	C
4 - Wych Hill Lane (W)	782	196	1053	1114	0.702	782	929	2.3	2.3	10.835	B

2024 + Dev, Weekday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	10.70	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM Peak	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		FLAT	✓	727	100.000
2 - Wych Hill Lane (E)		FLAT	✓	803	100.000
3 - Egley Road		FLAT	✓	781	100.000
4 - Wych Hill Lane (W)		FLAT	✓	861	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	6	640	79
	2 - Wych Hill Lane (E)	243	1	83	476
	3 - Egley Road	404	78	0	299
	4 - Wych Hill Lane (W)	67	441	352	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.67	10.15	2.0	B	727	1090
2 - Wych Hill Lane (E)	0.81	18.88	4.1	C	803	1204
3 - Egley Road	0.59	6.59	1.4	A	781	1171
4 - Wych Hill Lane (W)	0.64	7.28	1.7	A	861	1292

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	866	1086	0.670	719	708	0.0	2.0	9.632	A
2 - Wych Hill Lane (E)	803	201	1063	1000	0.803	788	522	0.0	3.7	16.024	C
3 - Egley Road	781	195	788	1337	0.584	775	1064	0.0	1.4	6.352	A
4 - Wych Hill Lane (W)	861	215	720	1361	0.633	854	843	0.0	1.7	7.014	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	873	1082	0.672	727	716	2.0	2.0	10.136	B
2 - Wych Hill Lane (E)	803	201	1074	993	0.809	802	526	3.7	4.0	18.607	C
3 - Egley Road	781	195	801	1328	0.588	781	1075	1.4	1.4	6.580	A
4 - Wych Hill Lane (W)	861	215	728	1356	0.635	861	854	1.7	1.7	7.268	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	873	1081	0.672	727	716	2.0	2.0	10.147	B
2 - Wych Hill Lane (E)	803	201	1074	993	0.809	803	526	4.0	4.1	18.785	C
3 - Egley Road	781	195	802	1327	0.588	781	1075	1.4	1.4	6.588	A
4 - Wych Hill Lane (W)	861	215	728	1356	0.635	861	855	1.7	1.7	7.276	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	873	1081	0.672	727	716	2.0	2.0	10.152	B
2 - Wych Hill Lane (E)	803	201	1074	993	0.809	803	526	4.1	4.1	18.841	C
3 - Egley Road	781	195	802	1327	0.588	781	1075	1.4	1.4	6.589	A
4 - Wych Hill Lane (W)	861	215	728	1356	0.635	861	855	1.7	1.7	7.277	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	873	1081	0.672	727	716	2.0	2.0	10.151	B
2 - Wych Hill Lane (E)	803	201	1074	993	0.809	803	526	4.1	4.1	18.867	C
3 - Egley Road	781	195	802	1327	0.588	781	1075	1.4	1.4	6.590	A
4 - Wych Hill Lane (W)	861	215	728	1356	0.635	861	855	1.7	1.7	7.277	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	727	182	873	1081	0.672	727	716	2.0	2.0	10.154	B
2 - Wych Hill Lane (E)	803	201	1074	993	0.809	803	526	4.1	4.1	18.885	C
3 - Egley Road	781	195	802	1327	0.588	781	1075	1.4	1.4	6.590	A
4 - Wych Hill Lane (W)	861	215	728	1356	0.635	861	855	1.7	1.7	7.277	A

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	7.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	504	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	733	100.000
3 - Egley Road		ONE HOUR	✓	673	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	727	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	1	5	428	70
2 - Wych Hill Lane (E)	289	2	77	365
3 - Egley Road	305	94	2	272
4 - Wych Hill Lane (W)	91	435	200	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	0	0	1	0
2 - Wych Hill Lane (E)	1	0	0	0
3 - Egley Road	0	0	0	1
4 - Wych Hill Lane (W)	0	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.49	6.31	1.0	A	462	694
2 - Wych Hill Lane (E)	0.67	9.14	2.0	A	673	1009
3 - Egley Road	0.55	5.99	1.2	A	618	926
4 - Wych Hill Lane (W)	0.59	6.60	1.5	A	667	1001

Main Results for each time segment

18:30 - 18:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	379	95	550	1280	0.297	378	514	0.0	0.4	3.984	A
2 - Wych Hill Lane (E)	552	138	526	1365	0.404	549	402	0.0	0.7	4.398	A
3 - Egley Road	507	127	545	1517	0.334	505	530	0.0	0.5	3.549	A
4 - Wych Hill Lane (W)	547	137	519	1515	0.361	545	531	0.0	0.6	3.706	A

18:45 - 19:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	453	113	659	1215	0.373	452	616	0.4	0.6	4.719	A
2 - Wych Hill Lane (E)	659	165	630	1296	0.509	658	481	0.7	1.0	5.629	A
3 - Egley Road	605	151	653	1443	0.419	604	635	0.5	0.7	4.286	A
4 - Wych Hill Lane (W)	654	163	622	1443	0.453	653	635	0.6	0.8	4.547	A

19:00 - 19:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	555	139	806	1127	0.493	553	753	0.6	1.0	6.264	A
2 - Wych Hill Lane (E)	807	202	771	1202	0.672	803	588	1.0	2.0	8.946	A
3 - Egley Road	741	185	798	1345	0.551	739	776	0.7	1.2	5.926	A
4 - Wych Hill Lane (W)	800	200	760	1347	0.594	798	777	0.8	1.4	6.524	A

19:15 - 19:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	555	139	808	1125	0.493	555	755	1.0	1.0	6.312	A
2 - Wych Hill Lane (E)	807	202	773	1200	0.672	807	590	2.0	2.0	9.143	A
3 - Egley Road	741	185	801	1342	0.552	741	778	1.2	1.2	5.987	A
4 - Wych Hill Lane (W)	800	200	763	1345	0.595	800	779	1.4	1.5	6.603	A

19:30 - 19:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	453	113	662	1213	0.374	455	619	1.0	0.6	4.759	A
2 - Wych Hill Lane (E)	659	165	633	1294	0.509	663	484	2.0	1.1	5.743	A
3 - Egley Road	605	151	658	1440	0.420	607	638	1.2	0.7	4.334	A
4 - Wych Hill Lane (W)	654	163	626	1441	0.454	656	639	1.5	0.8	4.601	A

19:45 - 20:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	379	95	554	1278	0.297	380	518	0.6	0.4	4.013	A
2 - Wych Hill Lane (E)	552	138	529	1363	0.405	553	404	1.1	0.7	4.454	A
3 - Egley Road	507	127	549	1514	0.335	508	533	0.7	0.5	3.580	A
4 - Wych Hill Lane (W)	547	137	523	1512	0.362	548	534	0.8	0.6	3.738	A

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	219	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	536	100.000
3 - Egley Road		ONE HOUR	✓	276	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	1	4	181	33
	2 - Wych Hill Lane (E)	217	3	67	249
	3 - Egley Road	152	19	2	103
	4 - Wych Hill Lane (W)	31	105	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	0
	4 - Wych Hill Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.16	2.87	0.2	A	201	301
2 - Wych Hill Lane (E)	0.39	3.92	0.6	A	492	738
3 - Egley Road	0.20	2.97	0.2	A	253	380
4 - Wych Hill Lane (W)	0.14	2.66	0.2	A	186	279

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	165	41	147	1535	0.107	164	301	0.0	0.1	2.627	A
2 - Wych Hill Lane (E)	404	101	213	1575	0.256	402	98	0.0	0.3	3.066	A
3 - Egley Road	208	52	377	1638	0.127	207	238	0.0	0.1	2.515	A
4 - Wych Hill Lane (W)	153	38	296	1674	0.091	152	289	0.0	0.1	2.365	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	197	49	176	1517	0.130	197	360	0.1	0.1	2.725	A
2 - Wych Hill Lane (E)	482	120	255	1547	0.311	481	118	0.3	0.4	3.374	A
3 - Egley Road	248	62	452	1587	0.156	248	285	0.1	0.2	2.688	A
4 - Wych Hill Lane (W)	182	46	354	1634	0.112	182	346	0.1	0.1	2.480	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	241	60	216	1493	0.161	241	441	0.1	0.2	2.874	A
2 - Wych Hill Lane (E)	590	148	312	1510	0.391	589	144	0.4	0.6	3.909	A
3 - Egley Road	304	76	553	1517	0.200	304	349	0.2	0.2	2.966	A
4 - Wych Hill Lane (W)	224	56	433	1578	0.142	223	423	0.1	0.2	2.656	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	241	60	216	1493	0.161	241	442	0.2	0.2	2.874	A
2 - Wych Hill Lane (E)	590	148	313	1509	0.391	590	144	0.6	0.6	3.916	A
3 - Egley Road	304	76	554	1517	0.200	304	349	0.2	0.2	2.967	A
4 - Wych Hill Lane (W)	224	56	434	1578	0.142	224	424	0.2	0.2	2.657	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	197	49	176	1517	0.130	197	361	0.2	0.1	2.729	A
2 - Wych Hill Lane (E)	482	120	256	1547	0.311	483	118	0.6	0.5	3.385	A
3 - Egley Road	248	62	453	1586	0.156	248	285	0.2	0.2	2.691	A
4 - Wych Hill Lane (W)	182	46	355	1633	0.112	183	347	0.2	0.1	2.481	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	165	41	148	1534	0.107	165	302	0.1	0.1	2.630	A
2 - Wych Hill Lane (E)	404	101	214	1575	0.256	404	99	0.5	0.3	3.077	A
3 - Egley Road	208	52	379	1636	0.127	208	239	0.2	0.1	2.519	A
4 - Wych Hill Lane (W)	153	38	297	1674	0.091	153	290	0.1	0.1	2.368	A

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	7.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	457	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	754	100.000
3 - Egley Road		ONE HOUR	✓	693	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	747	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	3	12	385	57
	2 - Wych Hill Lane (E)	307	1	97	349
	3 - Egley Road	364	86	3	240
	4 - Wych Hill Lane (W)	102	387	257	1

Vehicle Mix

Heavy Vehicle Percentages

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	0	6	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.45	5.76	0.8	A	419	629
2 - Wych Hill Lane (E)	0.69	9.82	2.2	A	692	1038
3 - Egley Road	0.57	6.25	1.3	A	636	954
4 - Wych Hill Lane (W)	0.64	7.88	1.8	A	685	1028

Main Results for each time segment

13:30 - 13:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	344	86	551	1286	0.268	343	582	0.0	0.4	3.813	A
2 - Wych Hill Lane (E)	568	142	529	1362	0.417	565	364	0.0	0.7	4.501	A
3 - Egley Road	522	130	538	1509	0.346	520	556	0.0	0.5	3.629	A
4 - Wych Hill Lane (W)	562	141	573	1465	0.384	560	485	0.0	0.6	3.969	A

13:45 - 14:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	411	103	660	1220	0.337	410	696	0.4	0.5	4.446	A
2 - Wych Hill Lane (E)	678	169	634	1292	0.525	676	436	0.7	1.1	5.830	A
3 - Egley Road	623	156	644	1438	0.433	622	666	0.5	0.8	4.410	A
4 - Wych Hill Lane (W)	672	168	686	1386	0.484	670	581	0.6	0.9	5.019	A

14:00 - 14:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	503	126	806	1130	0.445	502	851	0.5	0.8	5.719	A
2 - Wych Hill Lane (E)	830	208	775	1198	0.693	826	533	1.1	2.2	9.567	A
3 - Egley Road	763	191	787	1341	0.569	761	814	0.8	1.3	6.179	A
4 - Wych Hill Lane (W)	822	206	838	1281	0.642	819	709	0.9	1.8	7.743	A

14:15 - 14:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	503	126	809	1128	0.446	503	854	0.8	0.8	5.756	A
2 - Wych Hill Lane (E)	830	208	777	1196	0.694	830	535	2.2	2.2	9.819	A
3 - Egley Road	763	191	790	1339	0.570	763	817	1.3	1.3	6.253	A
4 - Wych Hill Lane (W)	822	206	841	1279	0.643	822	712	1.8	1.8	7.884	A

14:30 - 14:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	411	103	664	1217	0.338	412	701	0.8	0.5	4.480	A
2 - Wych Hill Lane (E)	678	169	637	1290	0.525	682	439	2.2	1.1	5.964	A
3 - Egley Road	623	156	649	1434	0.434	625	670	1.3	0.8	4.462	A
4 - Wych Hill Lane (W)	672	168	690	1383	0.485	675	585	1.8	1.0	5.103	A

14:45 - 15:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	344	86	555	1283	0.268	345	586	0.5	0.4	3.836	A
2 - Wych Hill Lane (E)	568	142	533	1360	0.417	569	367	1.1	0.7	4.563	A
3 - Egley Road	522	130	542	1507	0.346	523	560	0.8	0.5	3.664	A
4 - Wych Hill Lane (W)	562	141	576	1462	0.385	564	488	1.0	0.6	4.012	A

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	8.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	416	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	918	100.000
3 - Egley Road		ONE HOUR	✓	578	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	10	339	64
	2 - Wych Hill Lane (E)	350	2	95	471
	3 - Egley Road	329	42	3	204
	4 - Wych Hill Lane (W)	70	284	203	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	1	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.36	4.51	0.6	A	382	573
2 - Wych Hill Lane (E)	0.80	14.15	3.9	B	842	1264
3 - Egley Road	0.53	6.28	1.1	A	530	796
4 - Wych Hill Lane (W)	0.47	5.18	0.9	A	512	768

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	313	78	401	1368	0.229	312	563	0.0	0.3	3.405	A
2 - Wych Hill Lane (E)	691	173	460	1407	0.491	687	254	0.0	1.0	4.975	A
3 - Egley Road	435	109	667	1421	0.306	433	480	0.0	0.4	3.638	A
4 - Wych Hill Lane (W)	420	105	546	1487	0.282	419	554	0.0	0.4	3.364	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	374	93	480	1321	0.283	374	675	0.3	0.4	3.798	A
2 - Wych Hill Lane (E)	825	206	550	1346	0.613	823	303	1.0	1.6	6.844	A
3 - Egley Road	520	130	799	1332	0.390	519	575	0.4	0.6	4.421	A
4 - Wych Hill Lane (W)	502	125	654	1412	0.355	501	664	0.4	0.5	3.947	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	458	115	588	1256	0.365	457	823	0.4	0.6	4.503	A
2 - Wych Hill Lane (E)	1011	253	674	1264	0.800	1002	371	1.6	3.7	13.322	B
3 - Egley Road	636	159	973	1215	0.524	635	703	0.6	1.1	6.188	A
4 - Wych Hill Lane (W)	614	154	798	1312	0.468	613	810	0.5	0.9	5.140	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	458	115	589	1255	0.365	458	828	0.6	0.6	4.515	A
2 - Wych Hill Lane (E)	1011	253	675	1263	0.800	1010	372	3.7	3.9	14.151	B
3 - Egley Road	636	159	981	1210	0.526	636	705	1.1	1.1	6.279	A
4 - Wych Hill Lane (W)	614	154	802	1309	0.469	614	814	0.9	0.9	5.181	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	374	93	482	1320	0.283	375	681	0.6	0.4	3.814	A
2 - Wych Hill Lane (E)	825	206	552	1345	0.613	834	305	3.9	1.6	7.161	A
3 - Egley Road	520	130	809	1325	0.392	521	577	1.1	0.7	4.488	A
4 - Wych Hill Lane (W)	502	125	660	1408	0.356	503	671	0.9	0.6	3.983	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	313	78	403	1367	0.229	314	568	0.4	0.3	3.420	A
2 - Wych Hill Lane (E)	691	173	462	1406	0.492	694	255	1.6	1.0	5.074	A
3 - Egley Road	435	109	673	1417	0.307	436	483	0.7	0.4	3.670	A
4 - Wych Hill Lane (W)	420	105	550	1484	0.283	421	559	0.6	0.4	3.388	A

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	7.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	506	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	758	100.000
3 - Egley Road		ONE HOUR	✓	693	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	761	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	1	5	428	72
	2 - Wych Hill Lane (E)	309	2	77	370
	3 - Egley Road	305	101	2	285
	4 - Wych Hill Lane (W)	108	452	200	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	1
	4 - Wych Hill Lane (W)	0	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.50	6.52	1.0	A	464	696
2 - Wych Hill Lane (E)	0.70	9.87	2.2	A	696	1043
3 - Egley Road	0.58	6.44	1.4	A	636	954
4 - Wych Hill Lane (W)	0.63	7.39	1.7	A	698	1047

Main Results for each time segment

18:30 - 18:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	568	1269	0.300	379	542	0.0	0.4	4.038	A
2 - Wych Hill Lane (E)	571	143	528	1364	0.418	568	420	0.0	0.7	4.506	A
3 - Egley Road	522	130	566	1503	0.347	520	530	0.0	0.5	3.654	A
4 - Wych Hill Lane (W)	573	143	540	1501	0.382	570	546	0.0	0.6	3.860	A

18:45 - 19:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	455	114	680	1202	0.378	454	649	0.4	0.6	4.811	A
2 - Wych Hill Lane (E)	681	170	632	1294	0.526	680	503	0.7	1.1	5.845	A
3 - Egley Road	623	156	677	1427	0.437	622	635	0.5	0.8	4.468	A
4 - Wych Hill Lane (W)	684	171	646	1427	0.480	683	653	0.6	0.9	4.832	A

19:00 - 19:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	557	139	832	1111	0.501	556	793	0.6	1.0	6.461	A
2 - Wych Hill Lane (E)	835	209	773	1200	0.695	830	614	1.1	2.2	9.612	A
3 - Egley Road	763	191	827	1325	0.576	761	776	0.8	1.3	6.360	A
4 - Wych Hill Lane (W)	838	209	790	1327	0.631	835	798	0.9	1.7	7.271	A

19:15 - 19:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	557	139	834	1109	0.502	557	796	1.0	1.0	6.517	A
2 - Wych Hill Lane (E)	835	209	775	1199	0.696	834	617	2.2	2.2	9.870	A
3 - Egley Road	763	191	831	1322	0.577	763	778	1.3	1.4	6.439	A
4 - Wych Hill Lane (W)	838	209	793	1325	0.632	838	801	1.7	1.7	7.389	A

19:30 - 19:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	455	114	684	1199	0.379	456	653	1.0	0.6	4.856	A
2 - Wych Hill Lane (E)	681	170	635	1292	0.527	686	506	2.2	1.1	5.981	A
3 - Egley Road	623	156	683	1423	0.438	625	638	1.4	0.8	4.528	A
4 - Wych Hill Lane (W)	684	171	650	1424	0.481	687	658	1.7	0.9	4.909	A

19:45 - 20:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	572	1267	0.301	382	546	0.6	0.4	4.071	A
2 - Wych Hill Lane (E)	571	143	531	1362	0.419	572	422	1.1	0.7	4.571	A
3 - Egley Road	522	130	570	1500	0.348	523	533	0.8	0.5	3.690	A
4 - Wych Hill Lane (W)	573	143	543	1498	0.382	574	549	0.9	0.6	3.902	A

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	224	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	624	100.000
3 - Egley Road		ONE HOUR	✓	276	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	1	5	181	37
	2 - Wych Hill Lane (E)	255	3	78	288
	3 - Egley Road	152	19	2	103
	4 - Wych Hill Lane (W)	34	105	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	0
	4 - Wych Hill Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.17	2.89	0.2	A	206	308
2 - Wych Hill Lane (E)	0.46	4.40	0.8	A	573	859
3 - Egley Road	0.21	3.12	0.3	A	253	380
4 - Wych Hill Lane (W)	0.15	2.73	0.2	A	192	288

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	169	42	149	1533	0.110	168	332	0.0	0.1	2.637	A
2 - Wych Hill Lane (E)	470	117	218	1572	0.299	468	99	0.0	0.4	3.258	A
3 - Egley Road	208	52	438	1596	0.130	207	248	0.0	0.1	2.590	A
4 - Wych Hill Lane (W)	157	39	324	1654	0.095	157	321	0.0	0.1	2.404	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	201	50	179	1516	0.133	201	397	0.1	0.2	2.738	A
2 - Wych Hill Lane (E)	561	140	261	1543	0.364	560	119	0.4	0.6	3.661	A
3 - Egley Road	248	62	524	1537	0.161	248	297	0.1	0.2	2.792	A
4 - Wych Hill Lane (W)	188	47	388	1610	0.117	188	384	0.1	0.1	2.531	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	247	62	219	1491	0.165	246	486	0.2	0.2	2.891	A
2 - Wych Hill Lane (E)	687	172	320	1504	0.457	686	145	0.6	0.8	4.393	A
3 - Egley Road	304	76	642	1456	0.209	304	364	0.2	0.3	3.122	A
4 - Wych Hill Lane (W)	230	58	475	1549	0.149	230	471	0.1	0.2	2.728	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	247	62	219	1491	0.165	247	487	0.2	0.2	2.891	A
2 - Wych Hill Lane (E)	687	172	320	1504	0.457	687	145	0.8	0.8	4.405	A
3 - Egley Road	304	76	643	1456	0.209	304	364	0.3	0.3	3.124	A
4 - Wych Hill Lane (W)	230	58	476	1549	0.149	230	471	0.2	0.2	2.729	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	201	50	179	1515	0.133	202	398	0.2	0.2	2.741	A
2 - Wych Hill Lane (E)	561	140	262	1543	0.364	562	119	0.8	0.6	3.675	A
3 - Egley Road	248	62	526	1536	0.162	248	298	0.3	0.2	2.798	A
4 - Wych Hill Lane (W)	188	47	389	1609	0.117	188	385	0.2	0.1	2.532	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	169	42	150	1533	0.110	169	333	0.2	0.1	2.640	A
2 - Wych Hill Lane (E)	470	117	219	1571	0.299	470	99	0.6	0.4	3.273	A
3 - Egley Road	208	52	440	1595	0.130	208	249	0.2	0.2	2.596	A
4 - Wych Hill Lane (W)	157	39	326	1653	0.095	157	323	0.1	0.1	2.406	A

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	8.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	460	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	778	100.000
3 - Egley Road		ONE HOUR	✓	714	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	780	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	3	12	385	60
2 - Wych Hill Lane (E)	327	1	97	353
3 - Egley Road	364	94	3	253
4 - Wych Hill Lane (W)	119	403	257	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
1 - Guildford Road	0	6	0	0
2 - Wych Hill Lane (E)	1	0	0	0
3 - Egley Road	1	0	0	2
4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.46	5.94	0.8	A	422	633
2 - Wych Hill Lane (E)	0.72	10.65	2.5	B	714	1071
3 - Egley Road	0.60	6.76	1.5	A	655	983
4 - Wych Hill Lane (W)	0.68	9.01	2.1	A	716	1074

Main Results for each time segment

13:30 - 13:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	346	87	569	1275	0.272	345	609	0.0	0.4	3.864	A
2 - Wych Hill Lane (E)	586	146	531	1361	0.431	583	382	0.0	0.7	4.611	A
3 - Egley Road	538	134	558	1496	0.359	535	556	0.0	0.6	3.741	A
4 - Wych Hill Lane (W)	587	147	594	1451	0.405	585	500	0.0	0.7	4.143	A

13:45 - 14:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	414	103	681	1207	0.343	413	729	0.4	0.5	4.533	A
2 - Wych Hill Lane (E)	699	175	636	1290	0.542	698	458	0.7	1.2	6.057	A
3 - Egley Road	642	160	668	1421	0.452	641	666	0.6	0.8	4.608	A
4 - Wych Hill Lane (W)	701	175	711	1370	0.512	700	598	0.7	1.0	5.361	A

14:00 - 14:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	506	127	832	1115	0.454	505	891	0.5	0.8	5.893	A
2 - Wych Hill Lane (E)	857	214	778	1196	0.716	852	559	1.2	2.4	10.315	B
3 - Egley Road	786	197	816	1321	0.595	784	814	0.8	1.4	6.663	A
4 - Wych Hill Lane (W)	859	215	868	1260	0.681	855	731	1.0	2.1	8.782	A

14:15 - 14:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	506	127	836	1113	0.455	506	895	0.8	0.8	5.938	A
2 - Wych Hill Lane (E)	857	214	781	1194	0.717	856	561	2.4	2.5	10.648	B
3 - Egley Road	786	197	820	1319	0.596	786	817	1.4	1.5	6.758	A
4 - Wych Hill Lane (W)	859	215	872	1258	0.683	859	734	2.1	2.1	9.007	A

14:30 - 14:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	414	103	686	1203	0.344	415	735	0.8	0.5	4.572	A
2 - Wych Hill Lane (E)	699	175	640	1288	0.543	705	461	2.5	1.2	6.222	A
3 - Egley Road	642	160	674	1417	0.453	644	670	1.5	0.8	4.673	A
4 - Wych Hill Lane (W)	701	175	716	1366	0.513	705	603	2.1	1.1	5.481	A

14:45 - 15:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	346	87	573	1272	0.272	347	614	0.5	0.4	3.893	A
2 - Wych Hill Lane (E)	586	146	535	1358	0.431	587	385	1.2	0.8	4.682	A
3 - Egley Road	538	134	563	1493	0.360	539	560	0.8	0.6	3.779	A
4 - Wych Hill Lane (W)	587	147	598	1448	0.406	589	503	1.1	0.7	4.196	A

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	12.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	421	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	1007	100.000
3 - Egley Road		ONE HOUR	✓	578	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	564	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	3	11	339	68
	2 - Wych Hill Lane (E)	388	2	106	511
	3 - Egley Road	329	42	3	204
	4 - Wych Hill Lane (W)	73	284	206	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	1	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.37	4.56	0.6	A	386	579
2 - Wych Hill Lane (E)	0.88	23.08	6.7	C	924	1386
3 - Egley Road	0.55	7.01	1.2	A	530	796
4 - Wych Hill Lane (W)	0.48	5.46	0.9	A	518	776

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	317	79	403	1367	0.232	316	594	0.0	0.3	3.421	A
2 - Wych Hill Lane (E)	758	190	465	1404	0.540	753	254	0.0	1.2	5.500	A
3 - Egley Road	435	109	728	1380	0.315	433	490	0.0	0.5	3.796	A
4 - Wych Hill Lane (W)	425	106	574	1468	0.289	423	587	0.0	0.4	3.442	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	378	95	483	1319	0.287	378	711	0.3	0.4	3.822	A
2 - Wych Hill Lane (E)	905	226	557	1342	0.674	902	304	1.2	2.0	8.111	A
3 - Egley Road	520	130	872	1283	0.405	519	587	0.5	0.7	4.705	A
4 - Wych Hill Lane (W)	507	127	688	1389	0.365	506	703	0.4	0.6	4.077	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	464	116	591	1254	0.370	463	865	0.4	0.6	4.545	A
2 - Wych Hill Lane (E)	1109	277	681	1259	0.881	1092	372	2.0	6.2	19.845	C
3 - Egley Road	636	159	1056	1159	0.549	634	717	0.7	1.2	6.840	A
4 - Wych Hill Lane (W)	621	155	837	1285	0.483	620	854	0.6	0.9	5.397	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	464	116	592	1253	0.370	464	872	0.6	0.6	4.557	A
2 - Wych Hill Lane (E)	1109	277	683	1258	0.881	1107	373	6.2	6.7	23.084	C
3 - Egley Road	636	159	1069	1149	0.554	636	720	1.2	1.2	7.012	A
4 - Wych Hill Lane (W)	621	155	844	1280	0.485	621	862	0.9	0.9	5.458	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	378	95	485	1318	0.287	379	721	0.6	0.4	3.836	A
2 - Wych Hill Lane (E)	905	226	559	1341	0.675	924	306	6.7	2.1	8.985	A
3 - Egley Road	520	130	891	1270	0.409	522	591	1.2	0.7	4.824	A
4 - Wych Hill Lane (W)	507	127	698	1382	0.367	508	715	0.9	0.6	4.130	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	317	79	406	1366	0.232	317	599	0.4	0.3	3.436	A
2 - Wych Hill Lane (E)	758	190	467	1402	0.541	762	256	2.1	1.2	5.658	A
3 - Egley Road	435	109	736	1375	0.317	436	493	0.7	0.5	3.837	A
4 - Wych Hill Lane (W)	425	106	580	1464	0.290	425	593	0.6	0.4	3.469	A

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	9.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	516	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	825	100.000
3 - Egley Road		ONE HOUR	✓	746	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	849	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	1	7	428	80
	2 - Wych Hill Lane (E)	364	2	77	382
	3 - Egley Road	305	121	2	318
	4 - Wych Hill Lane (W)	152	495	201	1

Vehicle Mix

Heavy Vehicle Percentages

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	1
	4 - Wych Hill Lane (W)	0	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.53	7.20	1.1	A	473	710
2 - Wych Hill Lane (E)	0.76	12.64	3.1	B	757	1136
3 - Egley Road	0.65	8.10	1.8	A	685	1027
4 - Wych Hill Lane (W)	0.74	10.78	2.7	B	779	1169

Main Results for each time segment

18:30 - 18:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	388	97	616	1241	0.313	387	616	0.0	0.5	4.207	A
2 - Wych Hill Lane (E)	621	155	534	1359	0.457	618	468	0.0	0.8	4.835	A
3 - Egley Road	562	140	622	1464	0.384	559	530	0.0	0.6	3.968	A
4 - Wych Hill Lane (W)	639	160	596	1462	0.437	636	585	0.0	0.8	4.343	A

18:45 - 19:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	464	116	737	1168	0.397	463	737	0.5	0.7	5.102	A
2 - Wych Hill Lane (E)	742	185	640	1289	0.576	740	561	0.8	1.3	6.534	A
3 - Egley Road	671	168	744	1381	0.486	669	635	0.6	0.9	5.052	A
4 - Wych Hill Lane (W)	763	191	713	1380	0.553	761	701	0.8	1.2	5.801	A

19:00 - 19:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	568	142	900	1071	0.531	566	900	0.7	1.1	7.114	A
2 - Wych Hill Lane (E)	908	227	782	1194	0.761	902	684	1.3	3.0	12.050	B
3 - Egley Road	821	205	907	1269	0.647	818	776	0.9	1.8	7.914	A
4 - Wych Hill Lane (W)	935	234	870	1271	0.736	929	855	1.2	2.7	10.355	B

19:15 - 19:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	568	142	905	1068	0.532	568	905	1.1	1.1	7.205	A
2 - Wych Hill Lane (E)	908	227	785	1192	0.762	908	688	3.0	3.1	12.641	B
3 - Egley Road	821	205	913	1265	0.649	821	779	1.8	1.8	8.102	A
4 - Wych Hill Lane (W)	935	234	875	1268	0.737	934	860	2.7	2.7	10.783	B

19:30 - 19:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	464	116	744	1164	0.399	466	744	1.1	0.7	5.172	A
2 - Wych Hill Lane (E)	742	185	644	1286	0.577	749	566	3.1	1.4	6.787	A
3 - Egley Road	671	168	753	1375	0.488	674	640	1.8	1.0	5.161	A
4 - Wych Hill Lane (W)	763	191	720	1376	0.555	769	707	2.7	1.3	5.993	A

19:45 - 20:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	388	97	621	1238	0.314	389	621	0.7	0.5	4.246	A
2 - Wych Hill Lane (E)	621	155	538	1357	0.458	623	472	1.4	0.9	4.924	A
3 - Egley Road	562	140	627	1461	0.385	563	534	1.0	0.6	4.016	A
4 - Wych Hill Lane (W)	639	160	600	1459	0.438	641	590	1.3	0.8	4.413	A

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	238	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	863	100.000
3 - Egley Road		ONE HOUR	✓	278	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	8	181	47
	2 - Wych Hill Lane (E)	357	5	107	394
	3 - Egley Road	152	19	4	103
	4 - Wych Hill Lane (W)	42	105	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	0
	4 - Wych Hill Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.18	2.95	0.2	A	218	328
2 - Wych Hill Lane (E)	0.64	6.68	1.7	A	792	1188
3 - Egley Road	0.24	3.66	0.3	A	255	383
4 - Wych Hill Lane (W)	0.17	2.95	0.2	A	206	310

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	179	45	158	1528	0.117	179	415	0.0	0.1	2.666	A
2 - Wych Hill Lane (E)	650	162	234	1561	0.416	647	103	0.0	0.7	3.926	A
3 - Egley Road	209	52	603	1483	0.141	209	278	0.0	0.2	2.824	A
4 - Wych Hill Lane (W)	169	42	404	1598	0.106	169	408	0.0	0.1	2.518	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	214	53	190	1509	0.142	214	496	0.1	0.2	2.778	A
2 - Wych Hill Lane (E)	776	194	280	1531	0.507	775	123	0.7	1.0	4.753	A
3 - Egley Road	250	62	723	1401	0.178	250	332	0.2	0.2	3.126	A
4 - Wych Hill Lane (W)	202	51	484	1543	0.131	202	488	0.1	0.2	2.685	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	262	66	232	1483	0.177	262	607	0.2	0.2	2.946	A
2 - Wych Hill Lane (E)	950	238	343	1489	0.638	947	151	1.0	1.7	6.612	A
3 - Egley Road	306	77	884	1291	0.237	306	407	0.2	0.3	3.654	A
4 - Wych Hill Lane (W)	248	62	592	1467	0.169	248	597	0.2	0.2	2.951	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	262	66	232	1483	0.177	262	609	0.2	0.2	2.946	A
2 - Wych Hill Lane (E)	950	238	344	1489	0.638	950	151	1.7	1.7	6.679	A
3 - Egley Road	306	77	886	1289	0.237	306	407	0.3	0.3	3.660	A
4 - Wych Hill Lane (W)	248	62	593	1466	0.169	248	599	0.2	0.2	2.953	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	214	53	190	1509	0.142	214	499	0.2	0.2	2.780	A
2 - Wych Hill Lane (E)	776	194	281	1530	0.507	779	123	1.7	1.0	4.806	A
3 - Egley Road	250	62	726	1399	0.179	250	333	0.3	0.2	3.134	A
4 - Wych Hill Lane (W)	202	51	486	1541	0.131	202	491	0.2	0.2	2.688	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	179	45	159	1528	0.117	179	417	0.2	0.1	2.671	A
2 - Wych Hill Lane (E)	650	162	235	1561	0.416	651	103	1.0	0.7	3.963	A
3 - Egley Road	209	52	607	1480	0.141	210	279	0.2	0.2	2.832	A
4 - Wych Hill Lane (W)	169	42	406	1597	0.106	170	410	0.2	0.1	2.522	A

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	11.51	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	470	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	844	100.000
3 - Egley Road		ONE HOUR	✓	767	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	869	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	3	14	385	68
	2 - Wych Hill Lane (E)	381	1	97	365
	3 - Egley Road	364	114	3	286
	4 - Wych Hill Lane (W)	163	447	258	1

Vehicle Mix

Heavy Vehicle Percentages

	From	To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
	1 - Guildford Road	0	6	0	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.48	6.52	0.9	A	431	647
2 - Wych Hill Lane (E)	0.78	13.87	3.5	B	774	1162
3 - Egley Road	0.67	8.58	2.0	A	704	1056
4 - Wych Hill Lane (W)	0.80	14.50	3.7	B	797	1196

Main Results for each time segment

13:30 - 13:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	354	88	623	1242	0.285	355	688	0.0	0.4	4.060	A
2 - Wych Hill Lane (E)	635	159	542	1353	0.470	638	435	0.0	0.9	5.048	A
3 - Egley Road	577	144	619	1454	0.397	579	561	0.0	0.7	4.117	A
4 - Wych Hill Lane (W)	654	164	654	1410	0.464	657	544	0.0	0.9	4.792	A

13:45 - 14:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	423	106	739	1172	0.361	422	817	0.4	0.6	4.798	A
2 - Wych Hill Lane (E)	759	190	644	1285	0.591	757	516	0.9	1.4	6.786	A
3 - Egley Road	690	172	734	1376	0.501	688	666	0.7	1.0	5.220	A
4 - Wych Hill Lane (W)	781	195	777	1325	0.589	779	646	0.9	1.4	6.561	A

14:00 - 14:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	517	129	900	1074	0.482	516	996	0.6	0.9	6.437	A
2 - Wych Hill Lane (E)	929	232	787	1190	0.781	922	629	1.4	3.4	13.067	B
3 - Egley Road	844	211	895	1268	0.666	841	813	1.0	1.9	8.352	A
4 - Wych Hill Lane (W)	957	239	948	1207	0.793	948	788	1.4	3.6	13.494	B

14:15 - 14:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	517	129	907	1069	0.484	517	1003	0.9	0.9	6.521	A
2 - Wych Hill Lane (E)	929	232	790	1187	0.783	929	634	3.4	3.5	13.869	B
3 - Egley Road	844	211	901	1263	0.668	844	818	1.9	2.0	8.583	A
4 - Wych Hill Lane (W)	957	239	953	1203	0.795	956	792	3.6	3.7	14.503	B

14:30 - 14:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	423	106	749	1166	0.363	424	826	0.9	0.6	4.865	A
2 - Wych Hill Lane (E)	759	190	650	1281	0.592	767	523	3.5	1.5	7.105	A
3 - Egley Road	690	172	744	1370	0.503	693	673	2.0	1.0	5.348	A
4 - Wych Hill Lane (W)	781	195	785	1320	0.592	790	652	3.7	1.5	6.911	A

14:45 - 15:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	354	88	623	1242	0.285	355	688	0.6	0.4	4.060	A
2 - Wych Hill Lane (E)	635	159	542	1353	0.470	638	435	1.5	0.9	5.048	A
3 - Egley Road	577	144	619	1454	0.397	579	561	1.0	0.7	4.117	A
4 - Wych Hill Lane (W)	654	164	654	1410	0.464	657	544	1.5	0.9	4.792	A

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	79.76	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	435	100.000
2 - Wych Hill Lane (E)		ONE HOUR	✓	1244	100.000
3 - Egley Road		ONE HOUR	✓	580	100.000
4 - Wych Hill Lane (W)		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	4	14	339	78
	2 - Wych Hill Lane (E)	490	4	134	616
	3 - Egley Road	329	42	5	204
	4 - Wych Hill Lane (W)	81	284	214	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	1	0
	3 - Egley Road	1	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.38	4.69	0.6	A	399	599
2 - Wych Hill Lane (E)	1.10	174.03	73.7	F	1142	1712
3 - Egley Road	0.60	8.47	1.5	A	532	798
4 - Wych Hill Lane (W)	0.52	6.05	1.1	A	532	798

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	327	82	412	1362	0.240	326	676	0.0	0.3	3.470	A
2 - Wych Hill Lane (E)	937	234	481	1393	0.672	929	258	0.0	2.0	7.626	A
3 - Egley Road	437	109	891	1270	0.344	435	518	0.0	0.5	4.298	A
4 - Wych Hill Lane (W)	437	109	653	1413	0.309	435	672	0.0	0.4	3.676	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	391	98	494	1313	0.298	391	807	0.3	0.4	3.900	A
2 - Wych Hill Lane (E)	1118	280	576	1330	0.841	1107	309	2.0	4.8	15.457	C
3 - Egley Road	521	130	1062	1154	0.452	520	620	0.5	0.8	5.668	A
4 - Wych Hill Lane (W)	521	130	781	1324	0.394	521	802	0.4	0.6	4.475	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	479	120	603	1247	0.384	478	936	0.4	0.6	4.678	A
2 - Wych Hill Lane (E)	1370	342	704	1243	1.102	1224	377	4.8	41.1	78.991	F
3 - Egley Road	639	160	1184	1072	0.595	636	745	0.8	1.4	8.204	A
4 - Wych Hill Lane (W)	639	160	903	1239	0.515	637	917	0.6	1.0	5.963	A

17:15 - 17:30

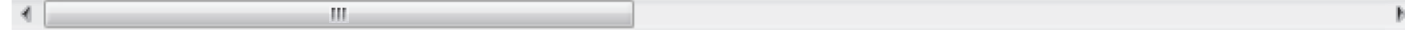
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	479	120	605	1246	0.384	479	944	0.6	0.6	4.693	A
2 - Wych Hill Lane (E)	1370	342	706	1242	1.102	1239	378	4.1	73.7	174.027	F
3 - Egley Road	639	160	1197	1063	0.601	638	748	1.4	1.5	8.470	A
4 - Wych Hill Lane (W)	639	160	910	1234	0.518	639	925	1.0	1.1	6.046	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	391	98	496	1311	0.298	392	890	0.6	0.4	3.919	A
2 - Wych Hill Lane (E)	1118	280	578	1328	0.842	1310	311	73.7	25.7	140.019	F
3 - Egley Road	521	130	1244	1031	0.506	523	644	1.5	1.0	7.109	A
4 - Wych Hill Lane (W)	521	130	863	1267	0.412	523	904	1.1	0.7	4.848	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	327	82	415	1360	0.241	328	719	0.4	0.3	3.487	A
2 - Wych Hill Lane (E)	937	234	483	1391	0.673	1031	260	25.7	2.1	12.830	B
3 - Egley Road	437	109	982	1208	0.361	439	532	1.0	0.6	4.687	A
4 - Wych Hill Lane (W)	437	109	697	1382	0.316	438	724	0.7	0.5	3.812	A



APPENDIX W

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Guildford Road_York Road Junction 190807.j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 11:31:54

- »2019, Weekday AM
- »2019, Weekday PM
- »2019, Weekday Early Evening
- »2019, Weekday Late Evening
- »2019, Weekend Pre-Game (Non-Gameday)
- »2019, Weekend Post-Game (Non-Gameday)
- »2019, Weekend Pre-Game
- »2019, Weekend Post-Game
- »2024, Weekday AM
- »2024, Weekday PM
- »2024, Weekday Early Evening
- »2024, Weekday Late Evening
- »2024, Weekend Pre-Game (Non-Gameday)
- »2024, Weekend Post-Game (Non-Gameday)
- »2024, Weekend Pre-Game
- »2024, Weekend Post-Game
- »2024 + Dev, Weekday AM
- »2024 + Dev, Weekday PM
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (4,000), Weekend Pre-Game
- »2024 + Dev (4,000), Weekend Post-Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (5,500), Weekend Pre-Game
- »2024 + Dev (5,500), Weekend Post-Game
- »2024 + Dev (9,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Post Game
- »2024 + Dev (9,500), Weekend Pre-Game
- »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Early Evening					Weekday Late Evening					We (V)		
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS		Set ID	Queue (Veh)
Stream B-C	D1	0.8	12.18	0.45	B	D2	0.4	8.85	0.28	A	D3	0.3	7.71	0.23	A	D4	0.1	5.51	0.06	A	D5		
Stream B-A		0.4	25.04	0.27	D		0.2	22.44	0.18	C		0.1	18.41	0.10	C		0.0	10.77	0.01	B			
Stream C-B		0.3	8.14	0.24	A		0.3	7.81	0.23	A		0.3	7.69	0.24	A		0.1	5.66	0.08	A			
Stream B-C	D9	1.0	13.66	0.49	B	D10	0.4	9.40	0.31	A	D11	0.3	8.06	0.25	A	D12	0.1	5.57	0.07	A	D13		
Stream B-A		0.4	29.05	0.31	D		0.3	25.34	0.20	D		0.1	20.03	0.11	C		0.0	10.99	0.01	B			
Stream C-B		0.3	8.53	0.26	A		0.3	8.14	0.25	A		0.3	8.01	0.26	A		0.1	5.73	0.08	A			
Stream B-C	D17	1.0	14.24	0.50	B	D18	0.4	9.23	0.30	A													
Stream B-A		0.5	30.24	0.32	D		0.2	24.47	0.20	C													
Stream C-B		0.4	8.73	0.26	A		0.3	8.03	0.25	A													
Stream B-C																							
Stream B-A																							
Stream C-B																							
Stream B-C																							
Stream B-A																							
Stream C-B																							

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	Guildford Road / York Road PICADY
Location	Woking
Site number	
Date	08/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓		
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓		
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓		
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0636
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guildford Road (S)		Major
B	York Road		Minor
C	Guildford Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (N)	10.55		✓	4.00	131.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - York Road	One lane plus flare	10.00	6.60	6.00	5.60	5.20	✓	3.00	31	34

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	450	0.066	0.166	0.104	0.237
B-C	759	0.093	0.236	-	-
C-B	777	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	683	100.000
B - York Road		ONE HOUR	✓	267	100.000
C - Guildford Road (N)		ONE HOUR	✓	883	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	6	677
B - York Road	48	0	219
C - Guildford Road (N)	759	124	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.45	12.18	0.8	B	201	301
B-A	0.27	25.04	0.4	D	44	66
C-A					696	1045
C-B	0.24	8.14	0.3	A	114	171
AB					6	8
AC					621	932

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	614	0.269	163	0.0	0.4	7.968	A
B-A	36	9	278	0.130	36	0.0	0.1	14.814	B
C-A	571	143			571				
C-B	93	23	637	0.147	93	0.0	0.2	6.611	A
AB	5	1			5				
AC	510	127			510				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	583	0.338	196	0.4	0.5	9.299	A
B-A	43	11	244	0.177	43	0.1	0.2	17.861	C
C-A	682	171			682				
C-B	111	28	612	0.182	111	0.2	0.2	7.183	A
AB	5	1			5				
AC	609	152			609				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	241	60	537	0.449	240	0.5	0.8	12.065	B
B-A	53	13	197	0.269	52	0.2	0.4	24.845	C
C-A	836	209			836				
C-B	137	34	579	0.236	136	0.2	0.3	8.138	A
AB	7	2			7				
AC	745	186			745				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	241	60	537	0.449	241	0.8	0.8	12.180	B
B-A	53	13	197	0.269	53	0.4	0.4	25.045	D
C-A	836	209			836				
C-B	137	34	579	0.236	137	0.3	0.3	8.144	A
AB	7	2			7				
AC	745	186			745				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	582	0.338	198	0.8	0.5	9.404	A
B-A	43	11	244	0.177	44	0.4	0.2	18.011	C
C-A	682	171			682				
C-B	111	28	612	0.182	112	0.3	0.2	7.201	A
AB	5	1			5				
AC	609	152			609				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	613	0.269	165	0.5	0.4	8.053	A
B-A	36	9	278	0.130	36	0.2	0.2	14.920	B
C-A	571	143			571				
C-B	93	23	637	0.147	94	0.2	0.2	6.631	A
A-B	5	1			5				
A-C	510	127			510				

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	588	100.000
B - York Road		ONE HOUR	✓	177	100.000
C - Guildford Road (N)		ONE HOUR	✓	1094	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
	A - Guildford Road (S)	0	15	573
	B - York Road	31	0	146
	C - Guildford Road (N)	968	126	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
	A - Guildford Road (S)	0	0	2
	B - York Road	0	0	2
	C - Guildford Road (N)	1	3	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-C	0.28	8.85	0.4	A	134	201
B-A	0.18	22.44	0.2	C	28	43
C-A					888	1332
C-B	0.23	7.81	0.3	A	116	173
AB					14	21
AC					526	789

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	629	0.175	109	0.0	0.2	6.915	A
B-A	23	6	275	0.085	23	0.0	0.1	14.259	B
C-A	729	182			729				
C-B	95	24	649	0.146	94	0.0	0.2	6.484	A
AB	11	3			11				
AC	431	108			431				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	604	0.217	131	0.2	0.3	7.607	A
B-A	28	7	241	0.115	28	0.1	0.1	16.843	C
C-A	870	218			870				
C-B	113	28	628	0.180	113	0.2	0.2	6.989	A
AB	13	3			13				
AC	515	129			515				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	568	0.283	160	0.3	0.4	8.819	A
B-A	34	9	195	0.175	34	0.1	0.2	22.351	C
C-A	1066	266			1066				
C-B	139	35	600	0.231	138	0.2	0.3	7.797	A
AB	17	4			17				
AC	631	158			631				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	568	0.283	161	0.4	0.4	8.846	A
B-A	34	9	195	0.175	34	0.2	0.2	22.436	C
C-A	1066	266			1066				
C-B	139	35	600	0.231	139	0.3	0.3	7.808	A
AB	17	4			17				
AC	631	158			631				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	603	0.218	132	0.4	0.3	7.640	A
B-A	28	7	241	0.115	28	0.2	0.1	16.913	C
C-A	870	218			870				
C-B	113	28	628	0.180	114	0.3	0.2	7.002	A
AB	13	3			13				
AC	515	129			515				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	628	0.175	110	0.3	0.2	6.955	A
B-A	23	6	275	0.085	23	0.1	0.1	14.321	B
C-A	729	182			729				
C-B	95	24	649	0.146	95	0.2	0.2	6.504	A
AB	11	3			11				
AC	431	108			431				

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	549	100.000
B - York Road		ONE HOUR	✓	144	100.000
C - Guildford Road (N)		ONE HOUR	✓	913	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	10	539
B - York Road	19	0	125
C - Guildford Road (N)	780	133	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.23	7.71	0.3	A	115	172
B-A	0.10	18.41	0.1	C	17	26
C-A					716	1074
C-B	0.24	7.69	0.3	A	122	183
AB					9	14
AC					495	742

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	658	0.143	93	0.0	0.2	6.374	A
B-A	14	4	289	0.050	14	0.0	0.1	13.108	B
C-A	587	147			587				
C-B	100	25	661	0.151	99	0.0	0.2	6.401	A
AB	8	2			8				
AC	406	101			406				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	636	0.177	112	0.2	0.2	6.875	A
B-A	17	4	258	0.066	17	0.1	0.1	14.916	B
C-A	701	175			701				
C-B	120	30	642	0.186	119	0.2	0.2	6.888	A
AB	9	2			9				
AC	485	121			485				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	604	0.228	137	0.2	0.3	7.700	A
B-A	21	5	217	0.097	21	0.1	0.1	18.380	C
C-A	859	215			859				
C-B	146	37	615	0.238	146	0.2	0.3	7.679	A
AB	11	3			11				
AC	593	148			593				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	604	0.228	138	0.3	0.3	7.713	A
B-A	21	5	216	0.097	21	0.1	0.1	18.410	C
C-A	859	215			859				
C-B	146	37	615	0.238	146	0.3	0.3	7.689	A
AB	11	3			11				
AC	593	148			593				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	635	0.177	113	0.3	0.2	6.889	A
B-A	17	4	258	0.066	17	0.1	0.1	14.948	B
C-A	701	175			701				
C-B	120	30	642	0.186	120	0.3	0.2	6.903	A
A-B	9	2			9				
A-C	485	121			485				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	658	0.143	94	0.2	0.2	6.393	A
B-A	14	4	288	0.050	14	0.1	0.1	13.142	B
C-A	587	147			587				
C-B	100	25	661	0.151	100	0.2	0.2	6.420	A
A-B	8	2			8				
A-C	406	101			406				

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		0.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	276	100.000
B - York Road		ONE HOUR	✓	42	100.000
C - Guildford Road (N)		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	8	268
B - York Road	3	0	39
C - Guildford Road (N)	343	47	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.06	5.51	0.1	A	36	54
B-A	0.01	10.77	0.0	B	3	4
C-A					315	472
C-B	0.08	5.66	0.1	A	43	65
AB					7	11
AC					246	369

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	721	0.041	29	0.0	0.0	5.205	A
B-A	2	0.56	370	0.006	2	0.0	0.0	9.798	A
C-A	258	65			258				
C-B	35	9	711	0.050	35	0.0	0.1	5.323	A
AB	6	2			6				
AC	202	50			202				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	711	0.049	35	0.0	0.1	5.328	A
B-A	3	0.67	356	0.008	3	0.0	0.0	10.186	B
C-A	308	77			308				
C-B	42	11	701	0.060	42	0.1	0.1	5.460	A
AB	7	2			7				
AC	241	60			241				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	697	0.062	43	0.1	0.1	5.506	A
B-A	3	0.83	337	0.010	3	0.0	0.0	10.774	B
C-A	378	94			378				
C-B	52	13	688	0.075	52	0.1	0.1	5.658	A
AB	9	2			9				
AC	295	74			295				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	697	0.062	43	0.1	0.1	5.506	A
B-A	3	0.83	337	0.010	3	0.0	0.0	10.775	B
C-A	378	94			378				
C-B	52	13	688	0.075	52	0.1	0.1	5.658	A
AB	9	2			9				
AC	295	74			295				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	711	0.049	35	0.1	0.1	5.329	A
B-A	3	0.67	356	0.008	3	0.0	0.0	10.189	B
C-A	308	77			308				
C-B	42	11	701	0.060	42	0.1	0.1	5.461	A
AB	7	2			7				
AC	241	60			241				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	721	0.041	29	0.1	0.0	5.210	A
B-A	2	0.56	370	0.006	2	0.0	0.0	9.802	A
C-A	258	65			258				
C-B	35	9	711	0.050	35	0.1	0.1	5.326	A
AB	6	2			6				
AC	202	50			202				

2019, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	606	100.000
B - York Road		ONE HOUR	✓	130	100.000
C - Guildford Road (N)		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	9	597
B - York Road	12	0	118
C - Guildford Road (N)	677	89	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	4
C - Guildford Road (N)	1	3	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-C	0.22	8.02	0.3	A	108	162
B-A	0.06	16.53	0.1	C	11	17
C-A					621	932
C-B	0.16	7.22	0.2	A	82	123
A-B					8	12
A-C					548	822

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	631	0.141	88	0.0	0.2	6.619	A
B-A	9	2	297	0.030	9	0.0	0.0	12.479	B
C-A	510	127			510				
C-B	67	17	646	0.104	67	0.0	0.1	6.198	A
A-B	7	2			7				
A-C	449	112			449				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	609	0.174	106	0.2	0.2	7.147	A
B-A	11	3	269	0.040	11	0.0	0.0	13.916	B
C-A	609	152			609				
C-B	80	20	626	0.128	80	0.1	0.1	6.596	A
A-B	8	2			8				
A-C	537	134			537				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	579	0.224	130	0.2	0.3	8.005	A
B-A	13	3	231	0.057	13	0.0	0.1	16.521	C
C-A	745	186			745				
C-B	98	24	597	0.164	98	0.1	0.2	7.214	A
A-B	10	2			10				
A-C	657	164			657				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	579	0.224	130	0.3	0.3	8.017	A
B-A	13	3	231	0.057	13	0.1	0.1	16.535	C
C-A	745	186			745				
C-B	98	24	597	0.164	98	0.2	0.2	7.220	A
A-B	10	2			10				
A-C	657	164			657				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	609	0.174	106	0.3	0.2	7.160	A
B-A	11	3	269	0.040	11	0.1	0.0	13.932	B
C-A	609	152			609				
C-B	80	20	626	0.128	80	0.2	0.1	6.603	A
A-B	8	2			8				
A-C	537	134			537				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	631	0.141	89	0.2	0.2	6.641	A
B-A	9	2	297	0.030	9	0.0	0.0	12.497	B
C-A	510	127			510				
C-B	67	17	646	0.104	67	0.1	0.1	6.217	A
A-B	7	2			7				
A-C	449	112			449				

2019, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	566	100.000
B - York Road		ONE HOUR	✓	120	100.000
C - Guildford Road (N)		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	10	556
	B - York Road	5	0	115
	C - Guildford Road (N)	647	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	3
	C - Guildford Road (N)	1	3	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-C	0.21	7.56	0.3	A	106	158
B-A	0.02	14.95	0.0	B	5	7
C-A					594	891
C-B	0.12	6.74	0.1	A	61	91
AB					9	14
AC					510	765

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	650	0.133	86	0.0	0.2	6.373	A
B-A	4	0.94	307	0.012	4	0.0	0.0	11.870	B
C-A	487	122			487				
C-B	50	12	654	0.076	49	0.0	0.1	5.955	A
AB	8	2			8				
AC	419	105			419				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	630	0.164	103	0.2	0.2	6.827	A
B-A	4	1	282	0.016	4	0.0	0.0	12.994	B
C-A	582	145			582				
C-B	59	15	634	0.094	59	0.1	0.1	6.263	A
AB	9	2			9				
AC	500	125			500				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	603	0.210	126	0.2	0.3	7.549	A
B-A	6	1	246	0.022	5	0.0	0.0	14.941	B
C-A	712	178			712				
C-B	73	18	607	0.120	73	0.1	0.1	6.734	A
AB	11	3			11				
AC	612	153			612				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	603	0.210	127	0.3	0.3	7.558	A
B-A	6	1	246	0.022	6	0.0	0.0	14.946	B
C-A	712	178			712				
C-B	73	18	607	0.120	73	0.1	0.1	6.737	A
AB	11	3			11				
AC	612	153			612				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	630	0.164	104	0.3	0.2	6.837	A
B-A	4	1	281	0.016	5	0.0	0.0	13.001	B
C-A	582	145			582				
C-B	59	15	634	0.094	59	0.1	0.1	6.266	A
AB	9	2			9				
AC	500	125			500				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	650	0.133	87	0.2	0.2	6.390	A
B-A	4	0.94	307	0.012	4	0.0	0.0	11.879	B
C-A	487	122			487				
C-B	50	12	654	0.076	50	0.1	0.1	5.964	A
AB	8	2			8				
AC	419	105			419				

2019, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	674	100.000
B - York Road		ONE HOUR	✓	136	100.000
C - Guildford Road (N)		ONE HOUR	✓	886	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	10	664
B - York Road	10	0	126
C - Guildford Road (N)	782	104	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.24	8.27	0.3	A	116	173
B-A	0.05	18.81	0.1	C	9	14
C-A					718	1076
C-B	0.20	7.75	0.2	A	95	143
AB					9	14
AC					609	914

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	633	0.150	94	0.0	0.2	6.670	A
B-A	8	2	278	0.027	7	0.0	0.0	13.318	B
C-A	589	147			589				
C-B	78	20	634	0.123	78	0.0	0.1	6.460	A
AB	8	2			8				
AC	500	125			500				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	609	0.186	113	0.2	0.2	7.260	A
B-A	9	2	246	0.037	9	0.0	0.0	15.187	C
C-A	703	176			703				
C-B	93	23	611	0.153	93	0.1	0.2	6.952	A
AB	9	2			9				
AC	597	149			597				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	574	0.242	138	0.2	0.3	8.253	A
B-A	11	3	202	0.054	11	0.0	0.1	18.791	C
C-A	861	215			861				
C-B	115	29	579	0.198	114	0.2	0.2	7.746	A
AB	11	3			11				
AC	731	183			731				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	574	0.242	139	0.3	0.3	8.267	A
B-A	11	3	202	0.054	11	0.1	0.1	18.812	C
C-A	861	215			861				
C-B	115	29	579	0.198	115	0.2	0.2	7.753	A
AB	11	3			11				
AC	731	183			731				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	609	0.186	114	0.3	0.2	7.278	A
B-A	9	2	246	0.037	9	0.1	0.0	15.208	C
C-A	703	176			703				
C-B	93	23	611	0.153	94	0.2	0.2	6.964	A
A-B	9	2			9				
A-C	597	149			597				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	633	0.150	95	0.2	0.2	6.693	A
B-A	8	2	277	0.027	8	0.0	0.0	13.344	B
C-A	589	147			589				
C-B	78	20	634	0.123	78	0.2	0.1	6.479	A
A-B	8	2			8				
A-C	500	125			500				

2019, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	682	100.000
B - York Road		ONE HOUR	✓	104	100.000
C - Guildford Road (N)		ONE HOUR	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	7	675
B - York Road	6	0	98
C - Guildford Road (N)	603	80	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	3
C - Guildford Road (N)	1	3	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-C	0.19	7.78	0.2	A	90	135
B-A	0.03	16.34	0.0	C	6	8
C-A					553	830
C-B	0.15	7.37	0.2	A	73	110
AB					6	10
AC					619	929

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	628	0.117	73	0.0	0.1	6.484	A
B-A	5	1	294	0.015	4	0.0	0.0	12.432	B
C-A	454	113			454				
C-B	60	15	633	0.095	60	0.0	0.1	6.278	A
AB	5	1			5				
AC	508	127			508				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	604	0.146	88	0.1	0.2	6.974	A
B-A	5	1	266	0.020	5	0.0	0.0	13.823	B
C-A	542	136			542				
C-B	72	18	609	0.118	72	0.1	0.1	6.695	A
AB	6	2			6				
AC	607	152			607				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	571	0.189	108	0.2	0.2	7.772	A
B-A	7	2	227	0.029	7	0.0	0.0	16.331	C
C-A	664	166			664				
C-B	88	22	577	0.153	88	0.1	0.2	7.365	A
AB	8	2			8				
AC	743	186			743				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	571	0.189	108	0.2	0.2	7.780	A
B-A	7	2	227	0.029	7	0.0	0.0	16.339	C
C-A	664	166			664				
C-B	88	22	577	0.153	88	0.2	0.2	7.366	A
AB	8	2			8				
AC	743	186			743				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	604	0.146	88	0.2	0.2	6.984	A
B-A	5	1	266	0.020	5	0.0	0.0	13.833	B
C-A	542	136			542				
C-B	72	18	609	0.118	72	0.2	0.1	6.702	A
AB	6	2			6				
AC	607	152			607				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	628	0.117	74	0.2	0.1	6.498	A
B-A	5	1	294	0.015	5	0.0	0.0	12.444	B
C-A	454	113			454				
C-B	60	15	633	0.095	60	0.1	0.1	6.290	A
AB	5	1			5				
AC	508	127			508				

2024, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0619

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	725	100.000
B - York Road		ONE HOUR	✓	284	100.000
C - Guildford Road (N)		ONE HOUR	✓	938	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	6	719
	B - York Road	51	0	233
	C - Guildford Road (N)	806	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	3
	B - York Road	0	0	0
	C - Guildford Road (N)	3	2	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-C	0.49	13.66	1.0	B	213	320
B-A	0.31	29.05	0.4	D	47	70
C-A					740	1109
C-B	0.26	8.53	0.3	A	121	181
AB					6	9
AC					660	990

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	604	0.290	173	0.0	0.4	8.327	A
B-A	38	10	267	0.144	38	0.0	0.2	15.639	C
C-A	607	152			607				
C-B	99	25	629	0.158	98	0.0	0.2	6.777	A
AB	5	1			5				
AC	541	135			541				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	571	0.366	208	0.4	0.6	9.916	A
B-A	46	11	231	0.198	46	0.2	0.2	19.353	C
C-A	725	181			725				
C-B	118	30	603	0.196	118	0.2	0.2	7.422	A
AB	6	1			6				
AC	646	162			646				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	256	64	520	0.492	255	0.6	0.9	13.476	B
B-A	56	14	180	0.312	55	0.2	0.4	28.686	D
C-A	887	222			887				
C-B	145	36	567	0.256	145	0.2	0.3	8.510	A
AB	7	2			7				
AC	792	198			792				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	256	64	519	0.493	256	0.9	1.0	13.664	B
B-A	56	14	180	0.312	56	0.4	0.4	29.047	D
C-A	887	222			887				
C-B	145	36	567	0.256	145	0.3	0.3	8.525	A
AB	7	2			7				
AC	792	198			792				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	570	0.367	211	1.0	0.6	10.066	B
B-A	46	11	231	0.198	47	0.4	0.3	19.580	C
C-A	725	181			725				
C-B	118	30	603	0.196	119	0.3	0.2	7.440	A
A-B	6	1			6				
A-C	646	162			646				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	603	0.290	176	0.6	0.4	8.435	A
B-A	38	10	267	0.144	39	0.3	0.2	15.778	C
C-A	607	152			607				
C-B	99	25	629	0.158	99	0.2	0.2	6.804	A
A-B	5	1			5				
A-C	541	135			541				

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	625	100.000
B - York Road		ONE HOUR	✓	188	100.000
C - Guildford Road (N)		ONE HOUR	✓	1164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	16	609
	B - York Road	33	0	155
	C - Guildford Road (N)	1030	134	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	2
	B - York Road	0	0	2
	C - Guildford Road (N)	1	3	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-C	0.31	9.40	0.4	A	142	214
B-A	0.20	25.34	0.3	D	30	45
C-A					945	1417
C-B	0.25	8.14	0.3	A	123	184
AB					15	22
AC					559	839

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	621	0.188	116	0.0	0.2	7.116	A
B-A	25	6	264	0.094	24	0.0	0.1	14.997	B
C-A	775	194			775				
C-B	101	25	642	0.157	100	0.0	0.2	6.637	A
AB	12	3			12				
AC	459	115			459				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	140	35	594	0.235	139	0.2	0.3	7.909	A
B-A	30	7	228	0.130	29	0.1	0.1	18.108	C
C-A	926	231			926				
C-B	120	30	620	0.194	120	0.2	0.2	7.198	A
AB	14	4			14				
AC	548	137			548				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	555	0.308	170	0.3	0.4	9.357	A
B-A	36	9	178	0.204	36	0.1	0.2	25.204	D
C-A	1134	283			1134				
C-B	148	37	590	0.250	147	0.2	0.3	8.125	A
AB	18	4			18				
AC	671	168			671				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	554	0.309	171	0.4	0.4	9.396	A
B-A	36	9	178	0.204	36	0.2	0.3	25.341	D
C-A	1134	283			1134				
C-B	148	37	590	0.250	148	0.3	0.3	8.138	A
AB	18	4			18				
AC	671	168			671				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	140	35	593	0.235	140	0.4	0.3	7.950	A
B-A	30	7	228	0.130	30	0.3	0.2	18.210	C
C-A	926	231			926				
C-B	120	30	620	0.194	121	0.3	0.2	7.214	A
AB	14	4			14				
AC	548	137			548				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	620	0.189	117	0.3	0.2	7.160	A
B-A	25	6	264	0.094	25	0.2	0.1	15.077	C
C-A	775	194			775				
C-B	101	25	642	0.157	101	0.2	0.2	6.658	A
AB	12	3			12				
AC	459	115			459				

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	584	100.000
B - York Road		ONE HOUR	✓	153	100.000
C - Guildford Road (N)		ONE HOUR	✓	971	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	573
B - York Road	20	0	133
C - Guildford Road (N)	830	141	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.25	8.06	0.3	A	122	183
B-A	0.11	20.03	0.1	C	19	28
C-A					761	1142
C-B	0.26	8.01	0.3	A	130	195
A-B					10	15
A-C					526	789

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	651	0.154	99	0.0	0.2	6.521	A
B-A	15	4	279	0.055	15	0.0	0.1	13.642	B
C-A	625	156			625				
C-B	106	27	655	0.163	106	0.0	0.2	6.547	A
A-B	8	2			8				
A-C	432	108			432				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	627	0.191	119	0.2	0.2	7.087	A
B-A	18	5	246	0.074	18	0.1	0.1	15.763	C
C-A	746	186			746				
C-B	127	32	634	0.201	127	0.2	0.2	7.097	A
A-B	10	2			10				
A-C	515	129			515				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	593	0.247	146	0.2	0.3	8.042	A
B-A	22	6	202	0.110	22	0.1	0.1	19.988	C
C-A	913	228			913				
C-B	156	39	605	0.257	155	0.2	0.3	7.997	A
A-B	12	3			12				
A-C	631	158			631				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	593	0.247	146	0.3	0.3	8.059	A
B-A	22	6	202	0.110	22	0.1	0.1	20.030	C
C-A	913	228			913				
C-B	156	39	605	0.257	156	0.3	0.3	8.009	A
A-B	12	3			12				
A-C	631	158			631				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	627	0.191	120	0.3	0.2	7.106	A
B-A	18	5	246	0.074	18	0.1	0.1	15.799	C
C-A	746	186			746				
C-B	127	32	634	0.201	128	0.3	0.3	7.115	A
A-B	10	2			10				
A-C	515	129			515				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	650	0.154	100	0.2	0.2	6.549	A
B-A	15	4	279	0.055	15	0.1	0.1	13.683	B
C-A	625	156			625				
C-B	106	27	655	0.163	107	0.3	0.2	6.573	A
A-B	8	2			8				
A-C	432	108			432				

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	294	100.000
B - York Road		ONE HOUR	✓	45	100.000
C - Guildford Road (N)		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	9	285
B - York Road	3	0	41
C - Guildford Road (N)	365	50	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.07	5.57	0.1	A	38	57
B-A	0.01	10.99	0.0	B	3	4
C-A					335	502
C-B	0.08	5.73	0.1	A	46	69
AB					8	12
AC					262	392

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	717	0.044	31	0.0	0.0	5.244	A
B-A	2	0.60	365	0.007	2	0.0	0.0	9.922	A
C-A	275	69			275				
C-B	38	9	708	0.053	37	0.0	0.1	5.367	A
AB	6	2			6				
AC	215	54			215				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	707	0.053	37	0.0	0.1	5.377	A
B-A	3	0.72	351	0.008	3	0.0	0.0	10.346	B
C-A	328	82			328				
C-B	45	11	698	0.064	45	0.1	0.1	5.515	A
AB	8	2			8				
AC	256	64			256				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	692	0.066	46	0.1	0.1	5.570	A
B-A	4	0.88	331	0.011	4	0.0	0.0	10.994	B
C-A	402	100			402				
C-B	55	14	683	0.081	55	0.1	0.1	5.730	A
AB	9	2			9				
AC	314	78			314				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	692	0.066	46	0.1	0.1	5.570	A
B-A	4	0.88	331	0.011	4	0.0	0.0	10.995	B
C-A	402	100			402				
C-B	55	14	683	0.081	55	0.1	0.1	5.730	A
AB	9	2			9				
AC	314	78			314				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	707	0.053	37	0.1	0.1	5.380	A
B-A	3	0.72	351	0.008	3	0.0	0.0	10.349	B
C-A	328	82			328				
C-B	45	11	698	0.064	45	0.1	0.1	5.516	A
AB	8	2			8				
AC	256	64			256				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	717	0.044	31	0.1	0.0	5.247	A
B-A	2	0.60	365	0.007	2	0.0	0.0	9.923	A
C-A	275	69			275				
C-B	38	9	708	0.053	38	0.1	0.1	5.372	A
AB	6	2			6				
AC	215	54			215				

2024, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	647	100.000
B - York Road		ONE HOUR	✓	139	100.000
C - Guildford Road (N)		ONE HOUR	✓	818	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	10	637
B - York Road	13	0	126
C - Guildford Road (N)	723	95	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	4
C - Guildford Road (N)	1	3	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-C	0.24	8.39	0.3	A	116	173
B-A	0.07	17.76	0.1	C	12	18
C-A					663	995
C-B	0.18	7.48	0.2	A	87	131
AB					9	13
AC					585	877

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	624	0.152	94	0.0	0.2	6.788	A
B-A	10	2	288	0.034	10	0.0	0.0	12.938	B
C-A	544	136			544				
C-B	72	18	639	0.112	71	0.0	0.1	6.330	A
AB	7	2			7				
AC	480	120			480				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	600	0.189	113	0.2	0.2	7.382	A
B-A	12	3	258	0.045	11	0.0	0.0	14.602	B
C-A	650	162			650				
C-B	85	21	617	0.138	85	0.1	0.2	6.770	A
AB	9	2			9				
AC	573	143			573				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	568	0.244	138	0.2	0.3	8.378	A
B-A	14	4	217	0.065	14	0.0	0.1	17.740	C
C-A	796	199			796				
C-B	105	26	586	0.179	104	0.2	0.2	7.472	A
AB	11	3			11				
AC	702	175			702				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	568	0.244	139	0.3	0.3	8.393	A
B-A	14	4	217	0.065	14	0.1	0.1	17.760	C
C-A	796	199			796				
C-B	105	26	586	0.179	105	0.2	0.2	7.478	A
AB	11	3			11				
AC	702	175			702				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	600	0.189	114	0.3	0.2	7.400	A
B-A	12	3	258	0.045	12	0.1	0.0	14.624	B
C-A	650	162			650				
C-B	85	21	617	0.138	86	0.2	0.2	6.778	A
A-B	9	2			9				
A-C	573	143			573				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	624	0.152	95	0.2	0.2	6.812	A
B-A	10	2	288	0.034	10	0.0	0.0	12.959	B
C-A	544	136			544				
C-B	72	18	639	0.112	72	0.2	0.1	6.346	A
A-B	7	2			7				
A-C	480	120			480				

2024, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	604	100.000
B - York Road		ONE HOUR	✓	128	100.000
C - Guildford Road (N)		ONE HOUR	✓	761	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
	A - Guildford Road (S)	0	11	593
	B - York Road	5	0	123
	C - Guildford Road (N)	691	70	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	3
	C - Guildford Road (N)	1	3	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-C	0.23	7.87	0.3	A	113	169
B-A	0.03	15.82	0.0	C	5	7
C-A					634	950
C-B	0.13	6.93	0.1	A	65	97
AB					10	15
AC					545	817

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	643	0.144	92	0.0	0.2	6.517	A
B-A	4	1	298	0.013	4	0.0	0.0	12.235	B
C-A	520	130			520				
C-B	53	13	647	0.082	53	0.0	0.1	6.055	A
AB	8	2			8				
AC	447	112			447				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	622	0.177	110	0.2	0.2	7.030	A
B-A	5	1	271	0.018	5	0.0	0.0	13.522	B
C-A	621	155			621				
C-B	63	16	626	0.101	63	0.1	0.1	6.398	A
AB	10	2			10				
AC	533	133			533				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	593	0.228	135	0.2	0.3	7.857	A
B-A	6	1	233	0.025	6	0.0	0.0	15.813	C
C-A	760	190			760				
C-B	78	19	597	0.130	77	0.1	0.1	6.926	A
AB	12	3			12				
AC	653	163			653				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	593	0.228	135	0.3	0.3	7.868	A
B-A	6	1	233	0.025	6	0.0	0.0	15.819	C
C-A	760	190			760				
C-B	78	19	597	0.130	78	0.1	0.1	6.929	A
AB	12	3			12				
AC	653	163			653				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	622	0.177	111	0.3	0.2	7.041	A
B-A	5	1	271	0.018	5	0.0	0.0	13.530	B
C-A	621	155			621				
C-B	63	16	626	0.101	63	0.1	0.1	6.401	A
AB	10	2			10				
AC	533	133			533				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	643	0.144	93	0.2	0.2	6.538	A
B-A	4	1	298	0.013	4	0.0	0.0	12.245	B
C-A	520	130			520				
C-B	53	13	647	0.082	53	0.1	0.1	6.066	A
AB	8	2			8				
AC	447	112			447				

2024, Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	719	100.000
B - York Road		ONE HOUR	✓	145	100.000
C - Guildford Road (N)		ONE HOUR	✓	946	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	709
B - York Road	11	0	134
C - Guildford Road (N)	835	111	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.26	8.71	0.4	A	123	185
B-A	0.06	20.62	0.1	C	10	15
C-A					766	1149
C-B	0.22	8.09	0.3	A	102	153
A-B					10	15
A-C					650	975

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	625	0.162	100	0.0	0.2	6.857	A
B-A	8	2	267	0.030	8	0.0	0.0	13.910	B
C-A	628	157			628				
C-B	84	21	626	0.133	83	0.0	0.2	6.619	A
A-B	8	2			8				
A-C	534	133			534				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	598	0.202	121	0.2	0.3	7.532	A
B-A	10	2	233	0.041	10	0.0	0.0	16.112	C
C-A	750	188			750				
C-B	100	25	601	0.166	100	0.2	0.2	7.173	A
A-B	10	2			10				
A-C	637	159			637				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	561	0.264	148	0.3	0.4	8.692	A
B-A	12	3	186	0.063	12	0.0	0.1	20.586	C
C-A	919	230			919				
C-B	122	31	567	0.216	122	0.2	0.3	8.084	A
A-B	12	3			12				
A-C	780	195			780				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	561	0.264	148	0.4	0.4	8.711	A
B-A	12	3	186	0.063	12	0.1	0.1	20.616	C
C-A	919	230			919				
C-B	122	31	567	0.216	122	0.3	0.3	8.094	A
A-B	12	3			12				
A-C	780	195			780				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	598	0.202	121	0.4	0.3	7.552	A
B-A	10	2	233	0.041	10	0.1	0.0	16.138	C
C-A	750	188			750				
C-B	100	25	601	0.166	100	0.3	0.2	7.184	A
A-B	10	2			10				
A-C	637	159			637				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	625	0.162	101	0.3	0.2	6.884	A
B-A	8	2	266	0.030	8	0.0	0.0	13.938	B
C-A	628	157			628				
C-B	84	21	626	0.133	84	0.2	0.2	6.639	A
A-B	8	2			8				
A-C	534	133			534				

2024, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	728	100.000
B - York Road		ONE HOUR	✓	111	100.000
C - Guildford Road (N)		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	7	720
	B - York Road	6	0	105
	C - Guildford Road (N)	644	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	3
	C - Guildford Road (N)	1	3	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-C	0.21	8.12	0.3	A	96	144
B-A	0.03	17.51	0.0	C	6	9
C-A					591	886
C-B	0.17	7.65	0.2	A	78	118
AB					7	10
AC					661	992

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	620	0.127	78	0.0	0.1	6.640	A
B-A	5	1	284	0.017	5	0.0	0.0	12.878	B
C-A	485	121			485				
C-B	64	16	625	0.103	64	0.0	0.1	6.412	A
AB	6	1			6				
AC	542	136			542				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	594	0.158	94	0.1	0.2	7.196	A
B-A	6	1	254	0.023	6	0.0	0.0	14.490	B
C-A	579	145			579				
C-B	77	19	600	0.128	77	0.1	0.1	6.882	A
AB	7	2			7				
AC	648	162			648				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	558	0.206	115	0.2	0.3	8.113	A
B-A	7	2	213	0.033	7	0.0	0.0	17.497	C
C-A	709	177			709				
C-B	94	24	565	0.166	94	0.1	0.2	7.640	A
AB	8	2			8				
AC	793	198			793				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	558	0.206	115	0.3	0.3	8.124	A
B-A	7	2	213	0.033	7	0.0	0.0	17.507	C
C-A	709	177			709				
C-B	94	24	565	0.166	94	0.2	0.2	7.646	A
AB	8	2			8				
AC	793	198			793				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	594	0.158	94	0.3	0.2	7.207	A
B-A	6	1	254	0.023	6	0.0	0.0	14.499	B
C-A	579	145			579				
C-B	77	19	600	0.128	77	0.2	0.1	6.890	A
AB	7	2			7				
AC	648	162			648				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	620	0.127	79	0.2	0.1	6.661	A
B-A	5	1	284	0.017	5	0.0	0.0	12.891	B
C-A	485	121			485				
C-B	64	16	625	0.103	64	0.1	0.1	6.428	A
AB	6	1			6				
AC	542	136			542				

2024 + Dev, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		3.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	761	100.000
B - York Road		ONE HOUR	✓	284	100.000
C - Guildford Road (N)		ONE HOUR	✓	919	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	6	755
B - York Road	51	0	233
C - Guildford Road (N)	787	132	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.50	14.24	1.0	B	214	321
B-A	0.32	30.24	0.5	D	47	70
C-A					722	1083
C-B	0.26	8.73	0.4	A	121	182
AB					6	8
AC					693	1039

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	598	0.294	174	0.0	0.4	8.461	A
B-A	38	10	264	0.145	38	0.0	0.2	15.860	C
C-A	592	148			592				
C-B	99	25	622	0.160	99	0.0	0.2	6.865	A
AB	5	1			5				
AC	568	142			568				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	563	0.372	209	0.4	0.6	10.149	B
B-A	46	11	227	0.202	46	0.2	0.2	19.762	C
C-A	707	177			707				
C-B	119	30	595	0.199	118	0.2	0.2	7.549	A
AB	5	1			5				
AC	679	170			679				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	64	510	0.503	255	0.6	1.0	14.026	B
B-A	56	14	175	0.321	55	0.2	0.5	29.835	D
C-A	867	217			867				
C-B	145	36	558	0.261	145	0.2	0.3	8.714	A
AB	7	2			7				
AC	831	208			831				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	64	509	0.504	256	1.0	1.0	14.241	B
B-A	56	14	175	0.321	56	0.5	0.5	30.244	D
C-A	867	217			867				
C-B	145	36	558	0.261	145	0.3	0.4	8.731	A
AB	7	2			7				
AC	831	208			831				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	562	0.373	211	1.0	0.6	10.314	B
B-A	46	11	227	0.202	47	0.5	0.3	20.013	C
C-A	707	177			707				
C-B	119	30	595	0.199	119	0.4	0.3	7.570	A
AB	5	1			5				
AC	679	170			679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	597	0.294	176	0.6	0.4	8.574	A
B-A	38	10	264	0.145	39	0.3	0.2	16.004	C
C-A	592	148			592				
C-B	99	25	622	0.160	100	0.3	0.2	6.893	A
AB	5	1			5				
AC	568	142			568				

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	603	100.000
B - York Road		ONE HOUR	✓	188	100.000
C - Guildford Road (N)		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	16	587
B - York Road	33	0	155
C - Guildford Road (N)	1022	134	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	2
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.30	9.23	0.4	A	142	213
B-A	0.20	24.47	0.2	C	30	45
C-A					938	1407
C-B	0.25	8.03	0.3	A	123	184
AB					15	22
AC					539	808

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	625	0.187	116	0.0	0.2	7.057	A
B-A	25	6	268	0.093	24	0.0	0.1	14.785	B
C-A	769	192			769				
C-B	101	25	646	0.156	100	0.0	0.2	6.588	A
AB	12	3			12				
AC	442	110			442				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	599	0.233	139	0.2	0.3	7.821	A
B-A	30	7	232	0.128	29	0.1	0.1	17.740	C
C-A	919	230			919				
C-B	120	30	625	0.193	120	0.2	0.2	7.129	A
AB	14	4			14				
AC	528	132			528				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	561	0.304	170	0.3	0.4	9.201	A
B-A	36	9	183	0.198	36	0.1	0.2	24.349	C
C-A	1125	281			1125				
C-B	148	37	596	0.248	147	0.2	0.3	8.018	A
AB	18	4			18				
AC	646	162			646				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	560	0.305	171	0.4	0.4	9.235	A
B-A	36	9	183	0.198	36	0.2	0.2	24.465	C
C-A	1125	281			1125				
C-B	148	37	596	0.248	148	0.3	0.3	8.030	A
AB	18	4			18				
AC	646	162			646				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	598	0.233	140	0.4	0.3	7.859	A
B-A	30	7	232	0.128	30	0.2	0.1	17.835	C
C-A	919	230			919				
C-B	120	30	625	0.193	121	0.3	0.2	7.148	A
AB	14	4			14				
AC	528	132			528				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	624	0.187	117	0.3	0.2	7.100	A
B-A	25	6	267	0.093	25	0.1	0.1	14.860	B
C-A	769	192			769				
C-B	101	25	646	0.156	101	0.2	0.2	6.611	A
AB	12	3			12				
AC	442	110			442				

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	626	100.000
B - York Road		ONE HOUR	✓	160	100.000
C - Guildford Road (N)		ONE HOUR	✓	1077	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	12	614
B - York Road	20	0	140
C - Guildford Road (N)	922	155	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.27	8.43	0.4	A	128	193
B-A	0.12	22.85	0.1	C	18	28
C-A					846	1269
C-B	0.29	8.50	0.4	A	142	213
AB					11	17
AC					563	845

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	644	0.164	105	0.0	0.2	6.670	A
B-A	15	4	263	0.057	15	0.0	0.1	14.483	B
C-A	694	174			694				
C-B	117	29	647	0.180	116	0.0	0.2	6.766	A
AB	9	2			9				
AC	462	116			462				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	618	0.204	126	0.2	0.3	7.307	A
B-A	18	4	228	0.079	18	0.1	0.1	17.122	C
C-A	829	207			829				
C-B	139	35	625	0.223	139	0.2	0.3	7.410	A
AB	11	3			11				
AC	552	138			552				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	39	581	0.265	154	0.3	0.4	8.411	A
B-A	22	6	180	0.123	22	0.1	0.1	22.783	C
C-A	1015	254			1015				
C-B	171	43	594	0.287	170	0.3	0.4	8.487	A
AB	13	3			13				
AC	676	169			676				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	39	581	0.265	154	0.4	0.4	8.433	A
B-A	22	6	180	0.123	22	0.1	0.1	22.853	C
C-A	1015	254			1015				
C-B	171	43	594	0.287	171	0.4	0.4	8.505	A
AB	13	3			13				
AC	676	169			676				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	618	0.204	126	0.4	0.3	7.330	A
B-A	18	4	228	0.079	18	0.1	0.1	17.178	C
C-A	829	207			829				
C-B	139	35	625	0.223	140	0.4	0.3	7.432	A
A-B	11	3			11				
A-C	552	138			552				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	643	0.164	106	0.3	0.2	6.701	A
B-A	15	4	263	0.057	15	0.1	0.1	14.535	B
C-A	694	174			694				
C-B	117	29	647	0.180	117	0.3	0.2	6.794	A
A-B	9	2			9				
A-C	462	116			462				

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	390	100.000
B - York Road		ONE HOUR	✓	45	100.000
C - Guildford Road (N)		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	9	381
B - York Road	4	0	41
C - Guildford Road (N)	377	62	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.07	5.81	0.1	A	38	56
B-A	0.01	11.81	0.0	B	4	6
C-A					346	519
C-B	0.10	6.11	0.1	A	57	85
AB					8	12
AC					350	524

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	698	0.044	31	0.0	0.0	5.392	A
B-A	3	0.75	351	0.009	3	0.0	0.0	10.352	B
C-A	284	71			284				
C-B	47	12	690	0.068	46	0.0	0.1	5.588	A
AB	7	2			7				
AC	287	72			287				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	684	0.054	37	0.0	0.1	5.563	A
B-A	4	0.90	333	0.011	4	0.0	0.0	10.916	B
C-A	339	85			339				
C-B	56	14	676	0.082	56	0.1	0.1	5.799	A
AB	8	2			8				
AC	343	86			343				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	664	0.068	45	0.1	0.1	5.815	A
B-A	4	1	309	0.014	4	0.0	0.0	11.805	B
C-A	415	104			415				
C-B	68	17	657	0.104	68	0.1	0.1	6.111	A
AB	10	2			10				
AC	419	105			419				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	664	0.068	45	0.1	0.1	5.815	A
B-A	4	1	309	0.014	4	0.0	0.0	11.805	B
C-A	415	104			415				
C-B	68	17	657	0.104	68	0.1	0.1	6.111	A
AB	10	2			10				
AC	419	105			419				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	684	0.054	37	0.1	0.1	5.567	A
B-A	4	0.90	333	0.011	4	0.0	0.0	10.920	B
C-A	339	85			339				
C-B	56	14	676	0.082	56	0.1	0.1	5.803	A
AB	8	2			8				
AC	343	86			343				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	698	0.044	31	0.1	0.0	5.396	A
B-A	3	0.75	351	0.009	3	0.0	0.0	10.354	B
C-A	284	71			284				
C-B	47	12	690	0.068	47	0.1	0.1	5.595	A
AB	7	2			7				
AC	287	72			287				

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	696	100.000
B - York Road		ONE HOUR	✓	146	100.000
C - Guildford Road (N)		ONE HOUR	✓	906	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	10	686
B - York Road	13	0	133
C - Guildford Road (N)	798	108	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.26	8.60	0.3	A	122	183
B-A	0.07	19.83	0.1	C	12	18
C-A					732	1098
C-B	0.21	7.93	0.3	A	99	149
AB					9	14
AC					629	944

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	627	0.160	99	0.0	0.2	6.812	A
B-A	10	2	273	0.036	10	0.0	0.0	13.645	B
C-A	601	150			601				
C-B	81	20	630	0.129	81	0.0	0.1	6.542	A
AB	8	2			8				
AC	516	129			516				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	601	0.199	119	0.2	0.2	7.465	A
B-A	12	3	241	0.049	12	0.0	0.1	15.705	C
C-A	717	179			717				
C-B	97	24	606	0.160	97	0.1	0.2	7.065	A
AB	9	2			9				
AC	617	154			617				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	565	0.259	146	0.2	0.3	8.583	A
B-A	14	4	196	0.073	14	0.1	0.1	19.801	C
C-A	879	220			879				
C-B	119	30	573	0.208	119	0.2	0.3	7.917	A
AB	11	3			11				
AC	755	189			755				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	565	0.259	146	0.3	0.3	8.601	A
B-A	14	4	196	0.073	14	0.1	0.1	19.831	C
C-A	879	220			879				
C-B	119	30	573	0.208	119	0.3	0.3	7.926	A
AB	11	3			11				
AC	755	189			755				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	601	0.199	120	0.3	0.3	7.488	A
B-A	12	3	241	0.049	12	0.1	0.1	15.734	C
C-A	717	179			717				
C-B	97	24	606	0.160	97	0.3	0.2	7.078	A
A-B	9	2			9				
A-C	617	154			617				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	627	0.160	100	0.3	0.2	6.839	A
B-A	10	2	273	0.036	10	0.1	0.0	13.673	B
C-A	601	150			601				
C-B	81	20	630	0.129	81	0.2	0.1	6.559	A
A-B	8	2			8				
A-C	516	129			516				

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	698	100.000
B - York Road		ONE HOUR	✓	129	100.000
C - Guildford Road (N)		ONE HOUR	✓	776	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	687
B - York Road	6	0	123
C - Guildford Road (N)	693	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	3
C - Guildford Road (N)	1	3	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-C	0.24	8.33	0.3	A	113	169
B-A	0.03	17.43	0.0	C	6	8
C-A					636	954
C-B	0.16	7.48	0.2	A	76	114
AB					10	15
AC					630	946

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	626	0.148	92	0.0	0.2	6.730	A
B-A	5	1	284	0.016	4	0.0	0.0	12.857	B
C-A	522	130			522				
C-B	62	16	630	0.099	62	0.0	0.1	6.334	A
AB	8	2			8				
AC	517	129			517				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	602	0.184	110	0.2	0.2	7.325	A
B-A	5	1	254	0.021	5	0.0	0.0	14.452	B
C-A	623	156			623				
C-B	75	19	606	0.123	74	0.1	0.1	6.772	A
AB	10	2			10				
AC	618	154			618				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	567	0.239	135	0.2	0.3	8.320	A
B-A	7	2	213	0.031	7	0.0	0.0	17.420	C
C-A	763	191			763				
C-B	91	23	573	0.160	91	0.1	0.2	7.475	A
AB	12	3			12				
AC	756	189			756				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	567	0.239	135	0.3	0.3	8.334	A
B-A	7	2	213	0.031	7	0.0	0.0	17.433	C
C-A	763	191			763				
C-B	91	23	573	0.160	91	0.2	0.2	7.481	A
AB	12	3			12				
AC	756	189			756				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	602	0.184	111	0.3	0.2	7.344	A
B-A	5	1	254	0.021	5	0.0	0.0	14.461	B
C-A	623	156			623				
C-B	75	19	606	0.123	75	0.2	0.1	6.782	A
AB	10	2			10				
AC	618	154			618				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	626	0.148	93	0.2	0.2	6.755	A
B-A	5	1	284	0.016	5	0.0	0.0	12.870	B
C-A	522	130			522				
C-B	62	16	630	0.099	63	0.1	0.1	6.344	A
AB	8	2			8				
AC	517	129			517				

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	647	100.000
B - York Road		ONE HOUR	✓	163	100.000
C - Guildford Road (N)		ONE HOUR	✓	1115	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	12	635
B - York Road	20	0	143
C - Guildford Road (N)	956	159	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.27	8.63	0.4	A	131	197
B-A	0.13	24.24	0.1	C	18	28
C-A					877	1316
C-B	0.30	8.71	0.4	A	146	219
AB					11	17
AC					583	874

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	640	0.168	107	0.0	0.2	6.745	A
B-A	15	4	257	0.059	15	0.0	0.1	14.854	B
C-A	720	180			720				
C-B	120	30	643	0.186	119	0.0	0.2	6.854	A
AB	9	2			9				
AC	478	120			478				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	613	0.210	128	0.2	0.3	7.419	A
B-A	18	4	221	0.081	18	0.1	0.1	17.747	C
C-A	859	215			859				
C-B	143	36	620	0.231	143	0.2	0.3	7.534	A
AB	11	3			11				
AC	571	143			571				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	575	0.274	157	0.3	0.4	8.604	A
B-A	22	6	171	0.129	22	0.1	0.1	24.160	C
C-A	1053	263			1053				
C-B	175	44	588	0.298	175	0.3	0.4	8.691	A
AB	13	3			13				
AC	699	175			699				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	575	0.274	157	0.4	0.4	8.627	A
B-A	22	6	170	0.129	22	0.1	0.1	24.242	C
C-A	1053	263			1053				
C-B	175	44	588	0.298	175	0.4	0.4	8.712	A
AB	13	3			13				
AC	699	175			699				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	613	0.210	129	0.4	0.3	7.444	A
B-A	18	4	221	0.082	18	0.1	0.1	17.812	C
C-A	859	215			859				
C-B	143	36	620	0.231	143	0.4	0.3	7.561	A
A-B	11	3			11				
A-C	571	143			571				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	639	0.168	108	0.3	0.2	6.778	A
B-A	15	4	257	0.059	15	0.1	0.1	14.909	B
C-A	720	180			720				
C-B	120	30	643	0.186	120	0.3	0.2	6.884	A
A-B	9	2			9				
A-C	478	120			478				

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	429	100.000
B - York Road		ONE HOUR	✓	45	100.000
C - Guildford Road (N)		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	9	420
B - York Road	4	0	41
C - Guildford Road (N)	377	67	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.07	5.92	0.1	A	38	56
B-A	0.01	12.14	0.0	B	4	6
C-A					346	519
C-B	0.11	6.28	0.1	A	61	92
AB					8	12
AC					385	578

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	691	0.045	31	0.0	0.0	5.452	A
B-A	3	0.75	345	0.009	3	0.0	0.0	10.525	B
C-A	284	71			284				
C-B	50	13	683	0.074	50	0.0	0.1	5.684	A
AB	7	2			7				
AC	316	79			316				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	675	0.055	37	0.0	0.1	5.639	A
B-A	4	0.90	326	0.011	4	0.0	0.0	11.151	B
C-A	339	85			339				
C-B	60	15	668	0.090	60	0.1	0.1	5.923	A
AB	8	2			8				
AC	378	94			378				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	654	0.069	45	0.1	0.1	5.916	A
B-A	4	1	301	0.015	4	0.0	0.0	12.143	B
C-A	415	104			415				
C-B	74	18	647	0.114	74	0.1	0.1	6.279	A
AB	10	2			10				
AC	462	116			462				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	653	0.069	45	0.1	0.1	5.916	A
B-A	4	1	301	0.015	4	0.0	0.0	12.144	B
C-A	415	104			415				
C-B	74	18	647	0.114	74	0.1	0.1	6.281	A
AB	10	2			10				
AC	462	116			462				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	675	0.055	37	0.1	0.1	5.642	A
B-A	4	0.90	326	0.011	4	0.0	0.0	11.155	B
C-A	339	85			339				
C-B	60	15	668	0.090	60	0.1	0.1	5.928	A
AB	8	2			8				
AC	378	94			378				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	691	0.045	31	0.1	0.0	5.457	A
B-A	3	0.75	345	0.009	3	0.0	0.0	10.530	B
C-A	284	71			284				
C-B	50	13	683	0.074	51	0.1	0.1	5.690	A
AB	7	2			7				
AC	316	79			316				

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	719	100.000
B - York Road		ONE HOUR	✓	149	100.000
C - Guildford Road (N)		ONE HOUR	✓	946	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	708
B - York Road	13	0	136
C - Guildford Road (N)	833	113	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.27	8.80	0.4	A	125	187
B-A	0.08	20.92	0.1	C	12	18
C-A					764	1147
C-B	0.22	8.13	0.3	A	104	156
AB					10	15
AC					650	975

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	623	0.164	102	0.0	0.2	6.894	A
B-A	10	2	267	0.037	10	0.0	0.0	13.987	B
C-A	627	157			627				
C-B	85	21	626	0.136	84	0.0	0.2	6.637	A
AB	8	2			8				
AC	533	133			533				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	596	0.205	122	0.2	0.3	7.584	A
B-A	12	3	233	0.050	12	0.0	0.1	16.249	C
C-A	749	187			749				
C-B	102	25	601	0.169	101	0.2	0.2	7.198	A
AB	10	2			10				
AC	636	159			636				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	559	0.268	149	0.3	0.4	8.781	A
B-A	14	4	186	0.077	14	0.1	0.1	20.878	C
C-A	917	229			917				
C-B	124	31	567	0.219	124	0.2	0.3	8.121	A
AB	12	3			12				
AC	780	195			780				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	559	0.268	150	0.4	0.4	8.801	A
B-A	14	4	186	0.077	14	0.1	0.1	20.916	C
C-A	917	229			917				
C-B	124	31	567	0.219	124	0.3	0.3	8.132	A
AB	12	3			12				
AC	780	195			780				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	596	0.205	123	0.4	0.3	7.606	A
B-A	12	3	233	0.050	12	0.1	0.1	16.283	C
C-A	749	187			749				
C-B	102	25	601	0.169	102	0.3	0.2	7.212	A
A-B	10	2			10				
A-C	636	159			636				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	623	0.164	103	0.3	0.2	6.922	A
B-A	10	2	267	0.037	10	0.1	0.0	14.020	B
C-A	627	157			627				
C-B	85	21	626	0.136	85	0.2	0.2	6.657	A
A-B	8	2			8				
A-C	533	133			533				

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	737	100.000
B - York Road		ONE HOUR	✓	130	100.000
C - Guildford Road (N)		ONE HOUR	✓	780	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	726
B - York Road	7	0	123
C - Guildford Road (N)	693	87	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	3
C - Guildford Road (N)	1	3	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-C	0.24	8.56	0.3	A	113	169
B-A	0.04	18.23	0.0	C	6	10
C-A					636	954
C-B	0.17	7.72	0.2	A	80	120
AB					10	15
AC					666	999

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	618	0.150	92	0.0	0.2	6.829	A
B-A	5	1	279	0.019	5	0.0	0.0	13.140	B
C-A	522	130			522				
C-B	65	16	623	0.105	65	0.0	0.1	6.445	A
AB	8	2			8				
AC	547	137			547				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	592	0.187	110	0.2	0.2	7.465	A
B-A	6	2	248	0.025	6	0.0	0.0	14.884	B
C-A	623	156			623				
C-B	78	20	598	0.131	78	0.1	0.1	6.927	A
AB	10	2			10				
AC	653	163			653				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	556	0.244	135	0.2	0.3	8.544	A
B-A	8	2	205	0.038	8	0.0	0.0	18.214	C
C-A	763	191			763				
C-B	96	24	562	0.170	96	0.1	0.2	7.709	A
AB	12	3			12				
AC	799	200			799				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	556	0.244	135	0.3	0.3	8.558	A
B-A	8	2	205	0.038	8	0.0	0.0	18.227	C
C-A	763	191			763				
C-B	96	24	562	0.170	96	0.2	0.2	7.715	A
AB	12	3			12				
AC	799	200			799				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	592	0.187	111	0.3	0.2	7.486	A
B-A	6	2	248	0.025	6	0.0	0.0	14.897	B
C-A	623	156			623				
C-B	78	20	598	0.131	78	0.2	0.2	6.938	A
AB	10	2			10				
AC	653	163			653				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	618	0.150	93	0.2	0.2	6.852	A
B-A	5	1	279	0.019	5	0.0	0.0	13.154	B
C-A	522	130			522				
C-B	65	16	623	0.105	66	0.2	0.1	6.460	A
AB	8	2			8				
AC	547	137			547				

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	707	100.000
B - York Road		ONE HOUR	✓	170	100.000
C - Guildford Road (N)		ONE HOUR	✓	1221	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	13	694
B - York Road	20	0	150
C - Guildford Road (N)	1048	173	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	3
B - York Road	0	0	0
C - Guildford Road (N)	3	2	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-C	0.30	9.21	0.4	A	138	206
B-A	0.15	29.31	0.2	D	18	28
C-A					962	1442
C-B	0.33	9.43	0.5	A	159	238
AB					12	18
AC					637	955

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	629	0.180	112	0.0	0.2	6.954	A
B-A	15	4	239	0.063	15	0.0	0.1	16.022	C
C-A	789	197			789				
C-B	130	33	632	0.206	129	0.0	0.3	7.143	A
AB	10	2			10				
AC	522	131			522				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	600	0.225	135	0.2	0.3	7.735	A
B-A	18	4	200	0.090	18	0.1	0.1	19.796	C
C-A	942	236			942				
C-B	156	39	607	0.256	155	0.3	0.3	7.963	A
AB	12	3			12				
AC	624	156			624				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	557	0.297	165	0.3	0.4	9.174	A
B-A	22	6	145	0.152	22	0.1	0.2	29.154	D
C-A	1154	288			1154				
C-B	190	48	572	0.333	190	0.3	0.5	9.401	A
AB	14	4			14				
AC	764	191			764				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	556	0.297	165	0.4	0.4	9.207	A
B-A	22	6	145	0.152	22	0.2	0.2	29.307	D
C-A	1154	288			1154				
C-B	190	48	572	0.333	190	0.5	0.5	9.431	A
AB	14	4			14				
AC	764	191			764				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	599	0.225	135	0.4	0.3	7.770	A
B-A	18	4	199	0.090	18	0.2	0.1	19.904	C
C-A	942	236			942				
C-B	156	39	607	0.256	156	0.5	0.3	7.994	A
A-B	12	3			12				
A-C	624	156			624				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	628	0.180	113	0.3	0.2	6.991	A
B-A	15	4	239	0.063	15	0.1	0.1	16.094	C
C-A	789	197			789				
C-B	130	33	632	0.206	131	0.3	0.3	7.184	A
A-B	10	2			10				
A-C	522	131			522				

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	533	100.000
B - York Road		ONE HOUR	✓	46	100.000
C - Guildford Road (N)		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	9	524
	B - York Road	5	0	41
	C - Guildford Road (N)	377	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	3
	B - York Road	0	0	0
	C - Guildford Road (N)	3	2	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-C	0.07	6.23	0.1	A	38	56
B-A	0.02	13.15	0.0	B	5	7
C-A					346	519
C-B	0.14	6.77	0.2	A	72	109
AB					8	12
AC					481	721

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	670	0.046	31	0.0	0.0	5.631	A
B-A	4	0.94	331	0.011	4	0.0	0.0	11.013	B
C-A	284	71			284				
C-B	59	15	664	0.090	59	0.0	0.1	5.946	A
AB	7	2			7				
AC	394	99			394				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	650	0.057	37	0.0	0.1	5.867	A
B-A	4	1	309	0.015	4	0.0	0.0	11.822	B
C-A	339	85			339				
C-B	71	18	645	0.110	71	0.1	0.1	6.270	A
AB	8	2			8				
AC	471	118			471				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	623	0.072	45	0.1	0.1	6.225	A
B-A	6	1	279	0.020	5	0.0	0.0	13.150	B
C-A	415	104			415				
C-B	87	22	619	0.141	87	0.1	0.2	6.765	A
AB	10	2			10				
AC	577	144			577				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	623	0.072	45	0.1	0.1	6.225	A
B-A	6	1	279	0.020	6	0.0	0.0	13.151	B
C-A	415	104			415				
C-B	87	22	619	0.141	87	0.2	0.2	6.767	A
AB	10	2			10				
AC	577	144			577				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	650	0.057	37	0.1	0.1	5.871	A
B-A	4	1	309	0.015	5	0.0	0.0	11.824	B
C-A	339	85			339				
C-B	71	18	645	0.110	71	0.2	0.1	6.273	A
AB	8	2			8				
AC	471	118			471				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	670	0.046	31	0.1	0.0	5.635	A
B-A	4	0.94	330	0.011	4	0.0	0.0	11.018	B
C-A	284	71			284				
C-B	59	15	664	0.090	60	0.1	0.1	5.955	A
AB	7	2			7				
AC	394	99			394				

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	779	100.000
B - York Road		ONE HOUR	✓	156	100.000
C - Guildford Road (N)		ONE HOUR	✓	1050	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	12	767
B - York Road	13	0	143
C - Guildford Road (N)	924	126	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	2
C - Guildford Road (N)	1	3	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-C	0.29	9.36	0.4	A	131	197
B-A	0.09	24.41	0.1	C	12	18
C-A					848	1272
C-B	0.25	8.72	0.3	A	116	173
AB					11	17
AC					704	1056

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	612	0.176	107	0.0	0.2	7.109	A
B-A	10	2	250	0.039	10	0.0	0.0	14.967	B
C-A	696	174			696				
C-B	95	24	616	0.154	94	0.0	0.2	6.893	A
AB	9	2			9				
AC	577	144			577				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	583	0.220	128	0.2	0.3	7.904	A
B-A	12	3	213	0.055	12	0.0	0.1	17.872	C
C-A	831	208			831				
C-B	113	28	589	0.192	113	0.2	0.2	7.565	A
AB	11	3			11				
AC	690	172			690				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	542	0.290	157	0.3	0.4	9.332	A
B-A	14	4	162	0.088	14	0.1	0.1	24.355	C
C-A	1017	254			1017				
C-B	139	35	551	0.252	138	0.2	0.3	8.707	A
AB	13	3			13				
AC	844	211			844				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	542	0.290	157	0.4	0.4	9.360	A
B-A	14	4	162	0.088	14	0.1	0.1	24.415	C
C-A	1017	254			1017				
C-B	139	35	551	0.252	139	0.3	0.3	8.722	A
AB	13	3			13				
AC	844	211			844				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	583	0.220	129	0.4	0.3	7.936	A
B-A	12	3	213	0.055	12	0.1	0.1	17.923	C
C-A	831	208			831				
C-B	113	28	589	0.192	114	0.3	0.2	7.583	A
A-B	11	3			11				
A-C	690	172			690				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	612	0.176	108	0.3	0.2	7.145	A
B-A	10	2	250	0.039	10	0.1	0.0	15.009	C
C-A	696	174			696				
C-B	95	24	616	0.154	95	0.2	0.2	6.918	A
A-B	9	2			9				
A-C	577	144			577				

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	York Road Junction	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guildford Road (S)		ONE HOUR	✓	841	100.000
B - York Road		ONE HOUR	✓	130	100.000
C - Guildford Road (N)		ONE HOUR	✓	792	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	11	830
B - York Road	7	0	123
C - Guildford Road (N)	693	99	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
A - Guildford Road (S)	0	0	1
B - York Road	0	0	3
C - Guildford Road (N)	1	3	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-C	0.26	9.15	0.3	A	113	169
B-A	0.04	20.50	0.0	C	6	10
C-A					636	954
C-B	0.20	8.44	0.3	A	91	136
AB					10	15
AC					762	1142

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	600	0.154	92	0.0	0.2	7.076	A
B-A	5	1	264	0.020	5	0.0	0.0	13.896	B
C-A	522	130			522				
C-B	75	19	605	0.123	74	0.0	0.1	6.777	A
AB	8	2			8				
AC	625	156			625				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	570	0.194	110	0.2	0.2	7.824	A
B-A	6	2	230	0.027	6	0.0	0.0	16.073	C
C-A	623	156			623				
C-B	89	22	575	0.155	89	0.1	0.2	7.396	A
AB	10	2			10				
AC	746	187			746				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	529	0.256	135	0.2	0.3	9.134	A
B-A	8	2	183	0.042	8	0.0	0.0	20.483	C
C-A	763	191			763				
C-B	109	27	535	0.204	109	0.2	0.3	8.435	A
AB	12	3			12				
AC	914	228			914				

17:15 - 17:30

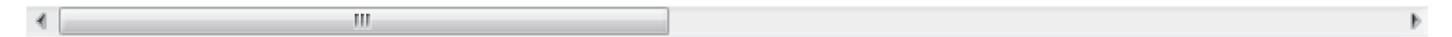
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	529	0.256	135	0.3	0.3	9.154	A
B-A	8	2	183	0.042	8	0.0	0.0	20.504	C
C-A	763	191			763				
C-B	109	27	535	0.204	109	0.3	0.3	8.445	A
AB	12	3			12				
AC	914	228			914				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	570	0.194	111	0.3	0.2	7.847	A
B-A	6	2	230	0.027	6	0.0	0.0	16.093	C
C-A	623	156			623				
C-B	89	22	575	0.155	89	0.3	0.2	7.407	A
AB	10	2			10				
AC	746	187			746				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	600	0.154	93	0.2	0.2	7.106	A
B-A	5	1	264	0.020	5	0.0	0.0	13.916	B
C-A	522	130			522				
C-B	75	19	605	0.123	75	0.2	0.1	6.798	A
AB	8	2			8				
AC	625	156			625				



APPENDIX X

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: High Street_Kingfield Road_Vicarage Road Roundabout 191017 Flat Profile.j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 11:47:03

-
- »2019, Weekday AM
 - »2019, Weekday PM
 - »2019, Weekday Early Evening
 - »2019, Weekday Late Evening
 - »2019, Weekend Pre-Game (Non-Matchday)
 - »2019, Weekend Post-Game (Non-Matchday)
 - »2019, Weekend Pre-Game
 - »2019, Weekend Post-Game
 - »2024, Weekday AM
 - »2024, Weekday PM
 - »2024, Weekday Early Evening
 - »2024, Weekday Late Evening
 - »2024, Weekend Pre-Game (Non-Matchday)
 - »2024, Weekend Post-Game (Non-Matchday)
 - »2024, Weekend Pre-Game
 - »2024, Weekend Post-Game
 - »2024 + Dev, Weekday AM
 - »2024 + Dev, Weekday PM
 - »2024 + Dev (4,000) , Weekday Early Evening Pre Game
 - »2024 + Dev (4,000), Weekday Late Evening Post Game
 - »2024 + Dev (4,000), Weekend Pre-Game
 - »2024 + Dev (4,000), Weekend Post-Game
 - »2024 + Dev (5,500) , Weekday Early Evening Pre Game
 - »2024 + Dev (5,500), Weekday Late Evening Post Game
 - »2024 + Dev (5,500), Weekend Pre-Game
 - »2024 + Dev (5,500), Weekend Post-Game
 - »2024 + Dev (9,500) , Weekday Early Evening Pre Game
 - »2024 + Dev (9,500), Weekday Late Evening Post Game
 - »2024 + Dev (9,500), Weekend Pre-Game
 - »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM				Weekday PM				Weekday Early Evening				Weekday Late Evening				Weekend Pre-Gam (Non-Matchday)			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	L
1 - Kingfield Road	0.8	8.58	0.44	A	1.9	13.38	0.66	B	1.0	8.55	0.51	A	0.2	4.67	0.18	A	1.0	7.34	0.50	
2 - High Street	2.8	14.01	0.74	B	6.5	28.56	0.87	D	1.5	9.47	0.61	A	0.2	4.24	0.16	A	2.1	11.42	0.68	
3 - Vicarage Road	1.2	11.31	0.54	B	1.0	10.65	0.50	B	0.5	7.63	0.34	A	0.1	4.78	0.12	A	0.9	10.68	0.49	
2																				
1 - Kingfield Road	0.9	9.35	0.48	A	2.5	16.17	0.71	C	1.2	9.38	0.55	A	0.2	4.76	0.19	A	1.1	7.89	0.53	
2 - High Street	3.6	17.10	0.79	C	11.7	49.20	0.93	E	1.8	10.61	0.65	B	0.2	4.30	0.17	A	2.6	13.46	0.73	
3 - Vicarage Road	1.4	12.74	0.58	B	1.2	11.93	0.54	B	0.6	8.10	0.36	A	0.1	4.84	0.12	A	1.1	11.98	0.53	
2024																				
1 - Kingfield Road	1.1	10.32	0.53	B	2.5	16.36	0.72	C												
2 - High Street	3.4	16.32	0.78	C	20.5	82.83	0.97	F												
3 - Vicarage Road	1.3	12.49	0.57	B	1.2	12.81	0.56	B												
2024																				
1 - Kingfield Road																				
2 - High Street																				
3 - Vicarage Road																				
2024																				
1 - Kingfield Road																				
2 - High Street																				
3 - Vicarage Road																				

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	High Street / Kingfield Road / Vicarage Road ARCADY
Location	
Site number	
Date	03/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓		
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓		
D5	2019	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00		15	✓		
D6	2019	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00		15	✓		
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0632
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00		15	✓	Simple	D3*1.0636
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45		15	✓	Simple	D4*1.0636
D13	2024	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00		15	✓	Simple	D5*1.0673
D14	2024	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00		15	✓	Simple	D6*1.0673
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓	Simple	D7*1.0673
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓	Simple	D8*1.0673
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓		
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓		
D19	2024 + Dev (4,000)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00		15	✓		
D20	2024 + Dev (4,000)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45		15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D23	2024 + Dev (5,500)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00		15	✓		
D24	2024 + Dev (5,500)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45		15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		
D27	2024 + Dev (9,500)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00		15	✓		
D28	2024 + Dev (9,500)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45		15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00		15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00		15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	12.04	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Kingfield Road	
2	High Street	
3	Vicarage Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Kingfield Road	4.10	4.10	5.70	2.7	17.10	15.10	0.0	
2 - High Street	3.50	3.20	6.20	4.8	16.80	14.60	0.0	
3 - Vicarage Road	3.40	3.40	4.90	5.4	13.40	9.70	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kingfield Road	0.679	1012
2 - High Street	0.656	1029
3 - Vicarage Road	0.637	918

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	332	100.000
2 - High Street		FLAT	✓	724	100.000
3 - Vicarage Road		FLAT	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	4	292	36
2 - High Street	326	4	394
3 - Vicarage Road	28	340	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	2	11
2 - High Street	2	0	2
3 - Vicarage Road	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.44	8.58	0.8	A	332	498
2 - High Street	0.74	14.01	2.8	B	724	1086
3 - Vicarage Road	0.54	11.31	1.2	B	368	552

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	340	755	0.440	329	353	0.0	0.8	8.400	A
2 - High Street	724	181	40	981	0.738	713	629	0.0	2.7	12.986	B
3 - Vicarage Road	368	92	329	689	0.534	364	424	0.0	1.1	10.903	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.574	A
2 - High Street	724	181	40	981	0.738	724	636	2.7	2.7	13.962	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.296	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.576	A
2 - High Street	724	181	40	981	0.738	724	636	2.7	2.8	13.994	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.303	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.005	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.305	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.011	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.306	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.013	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.2	11.308	B

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	20.34	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	522	100.000
2 - High Street		FLAT	✓	839	100.000
3 - Vicarage Road		FLAT	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	440	80
	2 - High Street	363	3	473
	3 - Vicarage Road	24	315	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	3
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.66	13.38	1.9	B	522	783
2 - High Street	0.87	28.56	6.5	D	839	1259
3 - Vicarage Road	0.50	10.65	1.0	B	339	509

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	314	793	0.658	515	379	0.0	1.8	12.602	B
2 - High Street	839	210	81	964	0.870	817	748	0.0	5.5	21.930	C
3 - Vicarage Road	339	85	358	683	0.496	335	539	0.0	1.0	10.241	B

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	388	1.8	1.9	13.344	B
2 - High Street	839	210	82	963	0.871	837	758	5.5	6.0	27.496	D
3 - Vicarage Road	339	85	367	677	0.500	339	552	1.0	1.0	10.630	B

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.365	B
2 - High Street	839	210	82	963	0.871	838	758	6.0	6.3	28.093	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.647	B

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.370	B
2 - High Street	839	210	82	963	0.871	839	758	6.3	6.4	28.339	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.650	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.373	B
2 - High Street	839	210	82	963	0.871	839	758	6.4	6.4	28.472	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.654	B

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.376	B
2 - High Street	839	210	82	963	0.871	839	758	6.4	6.5	28.560	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.654	B

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	8.81	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	395	100.000
2 - High Street		ONE HOUR	✓	539	100.000
3 - Vicarage Road		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	3	328	64
2 - High Street	275	1	263
3 - Vicarage Road	20	197	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	0	5
2 - High Street	1	0	0
3 - Vicarage Road	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.51	8.55	1.0	A	362	544
2 - High Street	0.61	9.47	1.5	A	495	742
3 - Vicarage Road	0.34	7.63	0.5	A	199	299

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	297	74	148	903	0.329	295	223	0.0	0.5	5.904	A
2 - High Street	406	101	50	990	0.410	403	393	0.0	0.7	6.111	A
3 - Vicarage Road	163	41	209	773	0.211	162	245	0.0	0.3	5.883	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	178	883	0.402	354	267	0.5	0.7	6.798	A
2 - High Street	485	121	60	983	0.493	483	472	0.7	1.0	7.194	A
3 - Vicarage Road	195	49	250	747	0.261	195	293	0.3	0.4	6.516	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	435	109	217	856	0.508	434	327	0.7	1.0	8.491	A
2 - High Street	593	148	74	974	0.610	591	577	1.0	1.5	9.360	A
3 - Vicarage Road	239	60	306	711	0.336	238	359	0.4	0.5	7.600	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	435	109	218	856	0.508	435	328	1.0	1.0	8.553	A
2 - High Street	593	148	74	973	0.610	593	579	1.5	1.5	9.468	A
3 - Vicarage Road	239	60	307	711	0.336	239	360	0.5	0.5	7.629	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	179	883	0.402	356	269	1.0	0.7	6.860	A
2 - High Street	485	121	60	982	0.493	487	475	1.5	1.0	7.296	A
3 - Vicarage Road	195	49	252	746	0.262	196	295	0.5	0.4	6.550	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	297	74	149	902	0.330	298	225	0.7	0.5	5.967	A
2 - High Street	406	101	51	989	0.410	407	397	1.0	0.7	6.194	A
3 - Vicarage Road	163	41	211	772	0.212	164	247	0.4	0.3	5.923	A

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	4.53	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	155	100.000
2 - High Street		ONE HOUR	✓	148	100.000
3 - Vicarage Road		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
	1 - Kingfield Road	3	132	20
	2 - High Street	78	0	70
	3 - Vicarage Road	3	86	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
	1 - Kingfield Road	0	0	5
	2 - High Street	0	0	0
	3 - Vicarage Road	33	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.18	4.67	0.2	A	142	213
2 - High Street	0.16	4.24	0.2	A	136	204
3 - Vicarage Road	0.12	4.78	0.1	A	82	123

Main Results for each time segment

21:15 - 21:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	117	29	64	962	0.121	116	63	0.0	0.1	4.252	A
2 - High Street	111	28	17	1017	0.110	111	163	0.0	0.1	3.971	A
3 - Vicarage Road	67	17	61	870	0.077	67	67	0.0	0.1	4.481	A

21:30 - 21:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	139	35	77	953	0.146	139	75	0.1	0.2	4.421	A
2 - High Street	133	33	21	1015	0.131	133	196	0.1	0.2	4.082	A
3 - Vicarage Road	80	20	73	862	0.093	80	81	0.1	0.1	4.602	A

21:45 - 22:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	171	43	95	942	0.181	170	92	0.2	0.2	4.666	A
2 - High Street	163	41	25	1012	0.161	163	240	0.2	0.2	4.241	A
3 - Vicarage Road	98	24	89	852	0.115	98	99	0.1	0.1	4.775	A

22:00 - 22:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	171	43	95	942	0.181	171	92	0.2	0.2	4.668	A
2 - High Street	163	41	25	1012	0.161	163	240	0.2	0.2	4.241	A
3 - Vicarage Road	98	24	89	852	0.115	98	99	0.1	0.1	4.775	A

22:15 - 22:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	139	35	77	953	0.146	140	76	0.2	0.2	4.424	A
2 - High Street	133	33	21	1015	0.131	133	196	0.2	0.2	4.085	A
3 - Vicarage Road	80	20	73	862	0.093	80	81	0.1	0.1	4.606	A

22:30 - 22:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	117	29	65	962	0.121	117	63	0.2	0.1	4.262	A
2 - High Street	111	28	17	1017	0.110	112	164	0.2	0.1	3.976	A
3 - Vicarage Road	67	17	61	869	0.077	67	68	0.1	0.1	4.488	A

2019, Weekend Pre-Game (Non-Matchday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	9.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	442	100.000
2 - High Street		ONE HOUR	✓	610	100.000
3 - Vicarage Road		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	385	55
	2 - High Street	321	3	286
	3 - Vicarage Road	257	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	4
	2 - High Street	0	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.50	7.34	1.0	A	406	608
2 - High Street	0.68	11.42	2.1	B	560	840
3 - Vicarage Road	0.49	10.68	0.9	B	270	405

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	333	83	30	987	0.337	331	433	0.0	0.5	5.470	A
2 - High Street	459	115	43	1000	0.459	456	318	0.0	0.8	6.579	A
3 - Vicarage Road	221	55	244	731	0.303	220	255	0.0	0.4	7.020	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	397	99	36	983	0.404	397	520	0.5	0.7	6.135	A
2 - High Street	548	137	51	994	0.552	547	381	0.8	1.2	8.021	A
3 - Vicarage Road	264	66	292	701	0.377	264	306	0.4	0.6	8.215	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	487	122	44	977	0.498	485	636	0.7	1.0	7.299	A
2 - High Street	672	168	63	986	0.681	668	467	1.2	2.1	11.193	B
3 - Vicarage Road	324	81	357	662	0.489	322	374	0.6	0.9	10.568	B

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	487	122	44	977	0.498	487	638	1.0	1.0	7.335	A
2 - High Street	672	168	63	986	0.681	671	468	2.1	2.1	11.421	B
3 - Vicarage Road	324	81	359	661	0.490	324	375	0.9	0.9	10.682	B

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	397	99	36	983	0.404	399	524	1.0	0.7	6.175	A
2 - High Street	548	137	51	994	0.552	552	383	2.1	1.3	8.200	A
3 - Vicarage Road	264	66	295	700	0.378	266	308	0.9	0.6	8.320	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	333	83	30	987	0.337	333	438	0.7	0.5	5.518	A
2 - High Street	459	115	43	1000	0.459	461	321	1.3	0.9	6.699	A
3 - Vicarage Road	221	55	246	729	0.304	222	258	0.6	0.4	7.106	A

2019, Weekend Post-Game (Non-Matchday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	9.43	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	367	100.000
2 - High Street		ONE HOUR	✓	588	100.000
3 - Vicarage Road		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	313	54
	2 - High Street	297	2	289
	3 - Vicarage Road	20	218	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	4
	2 - High Street	1	0	0
	3 - Vicarage Road	10	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.48	8.21	0.9	A	337	505
2 - High Street	0.66	10.70	1.9	B	540	809
3 - Vicarage Road	0.37	8.21	0.6	A	218	328

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	276	69	165	895	0.309	275	237	0.0	0.4	5.785	A
2 - High Street	443	111	40	996	0.444	440	399	0.0	0.8	6.429	A
3 - Vicarage Road	179	45	223	768	0.233	178	256	0.0	0.3	6.091	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	330	82	197	873	0.378	329	284	0.4	0.6	6.613	A
2 - High Street	529	132	48	991	0.533	527	478	0.8	1.1	7.740	A
3 - Vicarage Road	214	53	268	739	0.289	214	308	0.3	0.4	6.836	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	404	101	242	843	0.479	403	347	0.6	0.9	8.154	A
2 - High Street	647	162	59	984	0.658	644	585	1.1	1.9	10.521	B
3 - Vicarage Road	262	66	328	701	0.374	261	376	0.4	0.6	8.168	A

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	404	101	242	843	0.480	404	349	0.9	0.9	8.206	A
2 - High Street	647	162	59	983	0.658	647	587	1.9	1.9	10.696	B
3 - Vicarage Road	262	66	329	700	0.374	262	378	0.6	0.6	8.212	A

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	330	82	198	872	0.378	331	287	0.9	0.6	6.669	A
2 - High Street	529	132	49	991	0.534	532	481	1.9	1.2	7.889	A
3 - Vicarage Road	214	53	270	738	0.290	215	310	0.6	0.4	6.888	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	276	69	166	894	0.309	277	239	0.6	0.5	5.838	A
2 - High Street	443	111	41	996	0.444	444	402	1.2	0.8	6.536	A
3 - Vicarage Road	179	45	226	766	0.234	180	259	0.4	0.3	6.139	A

2019, Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details. [Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	18.73	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	439	100.000
2 - High Street		ONE HOUR	✓	767	100.000
3 - Vicarage Road		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	5	366	68
2 - High Street	437	1	329
3 - Vicarage Road	44	188	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	1	3
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.56	9.58	1.3	A	403	604
2 - High Street	0.87	26.58	5.9	D	704	1056
3 - Vicarage Road	0.43	10.41	0.7	B	214	321

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	331	83	142	904	0.366	328	363	0.0	0.6	6.234	A
2 - High Street	577	144	55	992	0.582	572	415	0.0	1.4	8.472	A
3 - Vicarage Road	175	44	330	701	0.250	174	297	0.0	0.3	6.817	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	395	99	170	885	0.446	394	435	0.6	0.8	7.316	A
2 - High Street	690	172	66	984	0.701	686	498	1.4	2.2	11.924	B
3 - Vicarage Road	209	52	396	659	0.318	209	356	0.3	0.5	7.986	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	483	121	208	859	0.562	482	528	0.8	1.3	9.477	A
2 - High Street	844	211	81	974	0.867	832	609	2.2	5.5	23.323	C
3 - Vicarage Road	257	64	480	606	0.423	255	432	0.5	0.7	10.232	B

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	483	121	209	859	0.563	483	534	1.3	1.3	9.579	A
2 - High Street	844	211	81	974	0.867	843	611	5.5	5.9	26.585	D
3 - Vicarage Road	257	64	487	602	0.426	256	437	0.7	0.7	10.409	B

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	395	99	172	884	0.446	396	445	1.3	0.8	7.409	A
2 - High Street	690	172	67	984	0.701	703	501	5.9	2.4	13.406	B
3 - Vicarage Road	209	52	406	653	0.321	210	364	0.7	0.5	8.153	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	331	83	143	903	0.366	331	368	0.8	0.6	6.311	A
2 - High Street	577	144	56	991	0.582	582	419	2.4	1.4	8.868	A
3 - Vicarage Road	175	44	336	697	0.251	176	302	0.5	0.3	6.909	A

2019, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	11.27	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	527	100.000
2 - High Street		ONE HOUR	✓	480	100.000
3 - Vicarage Road		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	451	72
	2 - High Street	231	1	248
	3 - Vicarage Road	37	264	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	1	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.72	15.56	2.4	C	484	725
2 - High Street	0.55	8.19	1.2	A	440	661
3 - Vicarage Road	0.44	8.67	0.8	A	276	414

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	397	99	198	874	0.454	393	203	0.0	0.8	7.442	A
2 - High Street	361	90	57	986	0.367	359	535	0.0	0.6	5.722	A
3 - Vicarage Road	227	57	177	800	0.283	225	239	0.0	0.4	6.250	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	474	118	238	847	0.559	472	244	0.8	1.2	9.553	A
2 - High Street	432	108	68	978	0.441	431	642	0.6	0.8	6.564	A
3 - Vicarage Road	271	68	212	777	0.348	270	287	0.4	0.5	7.093	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	580	145	291	811	0.715	576	299	1.2	2.4	14.992	B
2 - High Street	528	132	83	968	0.546	527	784	0.8	1.2	8.125	A
3 - Vicarage Road	331	83	259	747	0.444	330	351	0.5	0.8	8.623	A

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	580	145	292	811	0.716	580	299	2.4	2.4	15.555	C
2 - High Street	528	132	84	968	0.546	528	788	1.2	1.2	8.188	A
3 - Vicarage Road	331	83	260	746	0.444	331	352	0.8	0.8	8.674	A

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	474	118	239	846	0.560	478	245	2.4	1.3	9.901	A
2 - High Street	432	108	69	978	0.441	433	648	1.2	0.8	6.629	A
3 - Vicarage Road	271	68	213	776	0.349	272	289	0.8	0.5	7.146	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	397	99	200	873	0.455	399	205	1.3	0.8	7.623	A
2 - High Street	361	90	57	985	0.367	362	541	0.8	0.6	5.783	A
3 - Vicarage Road	227	57	178	799	0.284	227	242	0.5	0.4	6.308	A

2024, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	14.16	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓	Simple	D1*1.0619

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	353	100.000
2 - High Street		FLAT	✓	769	100.000
3 - Vicarage Road		FLAT	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	310	38
	2 - High Street	346	4	418
	3 - Vicarage Road	30	361	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	2	11
	2 - High Street	2	0	2
	3 - Vicarage Road	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.48	9.35	0.9	A	353	529
2 - High Street	0.79	17.10	3.6	C	769	1153
3 - Vicarage Road	0.58	12.74	1.4	B	391	586

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	360	741	0.476	349	374	0.0	0.9	9.111	A
2 - High Street	769	192	42	979	0.785	755	667	0.0	3.4	15.277	C
3 - Vicarage Road	391	98	348	677	0.577	385	449	0.0	1.3	12.137	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	365	737	0.478	352	380	0.9	0.9	9.348	A
2 - High Street	769	192	42	979	0.785	768	675	3.4	3.5	16.977	C
3 - Vicarage Road	391	98	354	673	0.580	391	456	1.3	1.4	12.720	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	365	737	0.478	353	380	0.9	0.9	9.352	A
2 - High Street	769	192	42	979	0.785	769	675	3.5	3.6	17.050	C
3 - Vicarage Road	391	98	355	673	0.580	391	457	1.4	1.4	12.737	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	365	737	0.478	353	380	0.9	0.9	9.354	A
2 - High Street	769	192	42	979	0.785	769	675	3.6	3.6	17.076	C
3 - Vicarage Road	391	98	355	673	0.580	391	457	1.4	1.4	12.740	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	365	737	0.478	353	380	0.9	0.9	9.354	A
2 - High Street	769	192	42	979	0.785	769	675	3.6	3.6	17.091	C
3 - Vicarage Road	391	98	355	673	0.580	391	457	1.4	1.4	12.743	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	365	737	0.478	353	380	0.9	0.9	9.354	A
2 - High Street	769	192	42	979	0.785	769	675	3.6	3.6	17.100	C
3 - Vicarage Road	391	98	355	673	0.580	391	457	1.4	1.4	12.744	B

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	31.66	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓	Simple	D2*1.0632

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	555	100.000
2 - High Street		FLAT	✓	892	100.000
3 - Vicarage Road		FLAT	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	468	85
	2 - High Street	386	3	503
	3 - Vicarage Road	26	335	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	3
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.71	16.17	2.5	C	555	832
2 - High Street	0.93	49.20	11.7	E	892	1338
3 - Vicarage Road	0.54	11.93	1.2	B	360	541

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	334	780	0.711	546	399	0.0	2.3	14.811	B
2 - High Street	892	223	86	961	0.928	858	794	0.0	8.4	29.214	D
3 - Vicarage Road	360	90	377	671	0.537	356	568	0.0	1.1	11.263	B

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	338	778	0.714	555	411	2.3	2.4	16.089	C
2 - High Street	892	223	87	960	0.929	886	805	8.4	9.9	42.798	E
3 - Vicarage Road	360	90	389	664	0.543	360	584	1.1	1.2	11.857	B

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	338	777	0.714	555	412	2.4	2.4	16.139	C
2 - High Street	892	223	87	960	0.929	889	806	9.9	10.7	45.884	E
3 - Vicarage Road	360	90	390	663	0.544	360	586	1.2	1.2	11.900	B

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	338	777	0.714	555	413	2.4	2.5	16.154	C
2 - High Street	892	223	87	960	0.929	890	806	10.7	11.1	47.496	E
3 - Vicarage Road	360	90	390	662	0.544	360	587	1.2	1.2	11.914	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	338	777	0.714	555	413	2.5	2.5	16.161	C
2 - High Street	892	223	87	960	0.929	891	806	11.1	11.5	48.503	E
3 - Vicarage Road	360	90	391	662	0.544	360	587	1.2	1.2	11.924	B

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	555	139	338	777	0.714	555	413	2.5	2.5	16.166	C
2 - High Street	892	223	87	960	0.929	891	806	11.5	11.7	49.196	E
3 - Vicarage Road	360	90	391	662	0.544	360	587	1.2	1.2	11.928	B

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	9.71	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	420	100.000
2 - High Street		ONE HOUR	✓	573	100.000
3 - Vicarage Road		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	3	349	68
	2 - High Street	292	1	280
	3 - Vicarage Road	21	210	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	5
	2 - High Street	1	0	0
	3 - Vicarage Road	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.55	9.38	1.2	A	386	578
2 - High Street	0.65	10.61	1.8	B	526	789
3 - Vicarage Road	0.36	8.10	0.6	A	212	318

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	316	79	157	897	0.353	314	237	0.0	0.5	6.156	A
2 - High Street	432	108	53	987	0.437	429	418	0.0	0.8	6.408	A
3 - Vicarage Road	174	43	222	765	0.227	173	260	0.0	0.3	6.069	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	378	94	189	875	0.431	377	284	0.5	0.7	7.209	A
2 - High Street	515	129	64	980	0.526	514	502	0.8	1.1	7.704	A
3 - Vicarage Road	207	52	266	737	0.282	207	312	0.3	0.4	6.792	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	463	116	231	847	0.546	461	347	0.7	1.2	9.288	A
2 - High Street	631	158	78	970	0.650	628	614	1.1	1.8	10.438	B
3 - Vicarage Road	254	64	325	699	0.363	253	381	0.4	0.6	8.062	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	463	116	232	846	0.547	463	349	1.2	1.2	9.378	A
2 - High Street	631	158	78	970	0.651	631	616	1.8	1.8	10.608	B
3 - Vicarage Road	254	64	327	698	0.364	254	383	0.6	0.6	8.104	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	378	94	190	875	0.432	379	286	1.2	0.8	7.293	A
2 - High Street	515	129	64	980	0.526	518	505	1.8	1.1	7.847	A
3 - Vicarage Road	207	52	268	735	0.282	208	314	0.6	0.4	6.836	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	316	79	159	896	0.353	317	239	0.8	0.6	6.229	A
2 - High Street	432	108	54	987	0.437	433	422	1.1	0.8	6.515	A
3 - Vicarage Road	174	43	224	763	0.228	174	263	0.4	0.3	6.112	A

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	4.60	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0636

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	165	100.000
2 - High Street		ONE HOUR	✓	157	100.000
3 - Vicarage Road		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	3	140	21
	2 - High Street	83	0	74
	3 - Vicarage Road	3	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	5
	2 - High Street	0	0	0
	3 - Vicarage Road	33	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.19	4.76	0.2	A	151	227
2 - High Street	0.17	4.30	0.2	A	144	217
3 - Vicarage Road	0.12	4.84	0.1	A	87	130

Main Results for each time segment

21:15 - 21:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	124	31	69	959	0.129	124	67	0.0	0.1	4.304	A
2 - High Street	119	30	18	1016	0.117	118	174	0.0	0.1	4.005	A
3 - Vicarage Road	71	18	65	867	0.082	71	72	0.0	0.1	4.518	A

21:30 - 21:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	148	37	82	950	0.156	148	80	0.1	0.2	4.488	A
2 - High Street	142	35	22	1014	0.140	141	208	0.1	0.2	4.125	A
3 - Vicarage Road	85	21	77	859	0.099	85	86	0.1	0.1	4.650	A

21:45 - 22:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	182	45	101	938	0.194	181	98	0.2	0.2	4.758	A
2 - High Street	173	43	27	1011	0.172	173	255	0.2	0.2	4.297	A
3 - Vicarage Road	104	26	95	848	0.123	104	105	0.1	0.1	4.838	A

22:00 - 22:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	182	45	101	938	0.194	182	98	0.2	0.2	4.760	A
2 - High Street	173	43	27	1011	0.172	173	255	0.2	0.2	4.299	A
3 - Vicarage Road	104	26	95	848	0.123	104	105	0.1	0.1	4.838	A

22:15 - 22:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	148	37	82	950	0.156	148	80	0.2	0.2	4.493	A
2 - High Street	142	35	22	1014	0.140	142	209	0.2	0.2	4.129	A
3 - Vicarage Road	85	21	78	859	0.099	85	86	0.1	0.1	4.652	A

22:30 - 22:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	124	31	69	959	0.129	124	67	0.2	0.1	4.314	A
2 - High Street	119	30	18	1016	0.117	119	175	0.2	0.1	4.011	A
3 - Vicarage Road	71	18	65	867	0.082	71	72	0.1	0.1	4.526	A

2024, Weekend Pre-Game (Non-Matchday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	11.31	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	472	100.000
2 - High Street		ONE HOUR	✓	651	100.000
3 - Vicarage Road		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	2	411	59
2 - High Street	343	3	305
3 - Vicarage Road	274	39	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	0	4
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.53	7.89	1.1	A	433	649
2 - High Street	0.73	13.46	2.6	B	597	896
3 - Vicarage Road	0.53	11.98	1.1	B	288	432

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	32	986	0.360	353	462	0.0	0.6	5.672	A
2 - High Street	490	123	46	998	0.491	486	339	0.0	1.0	6.985	A
3 - Vicarage Road	236	59	260	721	0.328	234	272	0.0	0.5	7.371	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	424	106	38	981	0.432	423	555	0.6	0.8	6.443	A
2 - High Street	585	146	55	992	0.590	583	407	1.0	1.4	8.775	A
3 - Vicarage Road	282	71	312	689	0.409	281	326	0.5	0.7	8.806	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	519	130	47	975	0.532	518	678	0.8	1.1	7.842	A
2 - High Street	717	179	67	984	0.729	712	498	1.4	2.6	13.047	B
3 - Vicarage Road	345	86	381	647	0.534	344	398	0.7	1.1	11.794	B

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	519	130	47	975	0.533	519	681	1.1	1.1	7.894	A
2 - High Street	717	179	67	983	0.729	717	499	2.6	2.6	13.457	B
3 - Vicarage Road	345	86	383	646	0.535	345	401	1.1	1.1	11.976	B

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	424	106	39	981	0.432	426	560	1.1	0.8	6.499	A
2 - High Street	585	146	55	992	0.590	590	409	2.6	1.5	9.061	A
3 - Vicarage Road	282	71	315	687	0.411	284	330	1.1	0.7	8.961	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	32	985	0.360	356	468	0.8	0.6	5.727	A
2 - High Street	490	123	46	998	0.491	492	342	1.5	1.0	7.149	A
3 - Vicarage Road	236	59	263	719	0.329	237	275	0.7	0.5	7.481	A

2024, Weekend Post-Game (Non-Matchday)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	10.64	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	392	100.000
2 - High Street		ONE HOUR	✓	628	100.000
3 - Vicarage Road		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	334	58
	2 - High Street	317	2	308
	3 - Vicarage Road	21	233	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	4
	2 - High Street	1	0	0
	3 - Vicarage Road	10	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.52	8.99	1.1	A	359	539
2 - High Street	0.70	12.39	2.3	B	576	864
3 - Vicarage Road	0.41	8.85	0.7	A	233	350

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	295	74	176	888	0.332	293	253	0.0	0.5	6.034	A
2 - High Street	472	118	43	995	0.475	469	425	0.0	0.9	6.802	A
3 - Vicarage Road	191	48	238	758	0.252	190	274	0.0	0.3	6.320	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	352	88	211	864	0.408	351	303	0.5	0.7	7.013	A
2 - High Street	564	141	52	989	0.571	563	510	0.9	1.3	8.412	A
3 - Vicarage Road	228	57	286	728	0.314	228	328	0.3	0.5	7.194	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	431	108	258	832	0.518	430	370	0.7	1.1	8.911	A
2 - High Street	691	173	63	981	0.704	687	624	1.3	2.3	12.085	B
3 - Vicarage Road	280	70	349	687	0.407	279	401	0.5	0.7	8.789	A

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	431	108	259	832	0.519	431	372	1.1	1.1	8.987	A
2 - High Street	691	173	63	981	0.705	691	626	2.3	2.3	12.389	B
3 - Vicarage Road	280	70	351	686	0.408	280	403	0.7	0.7	8.852	A

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	352	88	212	863	0.408	354	306	1.1	0.7	7.084	A
2 - High Street	564	141	52	989	0.571	568	513	2.3	1.4	8.641	A
3 - Vicarage Road	228	57	289	726	0.315	229	331	0.7	0.5	7.257	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	295	74	177	887	0.333	296	256	0.7	0.5	6.100	A
2 - High Street	472	118	44	994	0.475	474	429	1.4	0.9	6.944	A
3 - Vicarage Road	191	48	241	757	0.253	192	277	0.5	0.3	6.381	A

2024, Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details. [Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	27.79	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	469	100.000
2 - High Street		ONE HOUR	✓	819	100.000
3 - Vicarage Road		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	5	391	73
2 - High Street	466	1	351
3 - Vicarage Road	47	201	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	1	3
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.61	10.78	1.5	B	430	645
2 - High Street	0.93	42.60	10.0	E	751	1127
3 - Vicarage Road	0.47	11.64	0.9	B	228	342

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	151	898	0.393	350	387	0.0	0.6	6.547	A
2 - High Street	616	154	59	989	0.623	610	443	0.0	1.6	9.339	A
3 - Vicarage Road	187	47	352	687	0.272	186	317	0.0	0.4	7.161	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	421	105	182	877	0.480	420	463	0.6	0.9	7.856	A
2 - High Street	736	184	71	981	0.750	731	531	1.6	2.8	14.104	B
3 - Vicarage Road	224	56	422	643	0.348	223	380	0.4	0.5	8.558	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	516	129	222	850	0.607	514	558	0.9	1.5	10.616	B
2 - High Street	901	225	87	971	0.929	878	649	2.8	8.6	32.853	D
3 - Vicarage Road	274	68	507	589	0.465	273	458	0.5	0.8	11.321	B

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	516	129	223	850	0.607	516	568	1.5	1.5	10.779	B
2 - High Street	901	225	87	970	0.929	896	652	8.6	10.0	42.598	E
3 - Vicarage Road	274	68	517	583	0.470	274	465	0.8	0.9	11.636	B

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	421	105	183	876	0.481	424	482	1.5	0.9	7.994	A
2 - High Street	736	184	71	981	0.750	763	536	10.0	3.2	18.269	C
3 - Vicarage Road	224	56	441	631	0.354	225	394	0.9	0.6	8.881	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	353	88	153	896	0.394	354	394	0.9	0.7	6.649	A
2 - High Street	616	154	60	989	0.623	622	447	3.2	1.7	9.978	A
3 - Vicarage Road	187	47	359	683	0.274	188	323	0.6	0.4	7.286	A

2024, Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	13.52	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	562	100.000
2 - High Street		ONE HOUR	✓	512	100.000
3 - Vicarage Road		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	481	77
	2 - High Street	247	1	265
	3 - Vicarage Road	39	282	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	1	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.78	19.99	3.3	C	516	774
2 - High Street	0.59	8.99	1.4	A	470	705
3 - Vicarage Road	0.48	9.44	0.9	A	295	442

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	423	106	211	865	0.490	420	217	0.0	0.9	8.019	A
2 - High Street	386	96	61	983	0.392	383	571	0.0	0.6	5.972	A
3 - Vicarage Road	242	60	188	792	0.305	240	255	0.0	0.4	6.504	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	506	126	254	836	0.605	503	260	0.9	1.5	10.741	B
2 - High Street	461	115	73	975	0.472	460	685	0.6	0.9	6.967	A
3 - Vicarage Road	289	72	226	768	0.376	288	306	0.4	0.6	7.494	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	619	155	310	798	0.776	613	318	1.5	3.2	18.735	C
2 - High Street	564	141	88	965	0.585	562	834	0.9	1.4	8.895	A
3 - Vicarage Road	354	88	276	736	0.481	352	374	0.6	0.9	9.361	A

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	619	155	311	797	0.777	619	320	3.2	3.3	19.989	C
2 - High Street	564	141	89	964	0.585	564	841	1.4	1.4	8.991	A
3 - Vicarage Road	354	88	277	735	0.481	354	376	0.9	0.9	9.436	A

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	506	126	255	835	0.605	513	262	3.3	1.6	11.385	B
2 - High Street	461	115	74	974	0.473	462	694	1.4	0.9	7.057	A
3 - Vicarage Road	289	72	227	767	0.377	290	309	0.9	0.6	7.568	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	423	106	214	864	0.490	426	219	1.6	1.0	8.270	A
2 - High Street	386	96	61	983	0.392	387	578	0.9	0.7	6.051	A
3 - Vicarage Road	242	60	190	791	0.306	243	258	0.6	0.4	6.572	A

2024 + Dev, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	13.82	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	393	100.000
2 - High Street		FLAT	✓	759	100.000
3 - Vicarage Road		FLAT	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	4	351	38
2 - High Street	345	4	410
3 - Vicarage Road	30	356	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	2	11
2 - High Street	2	0	2
3 - Vicarage Road	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.53	10.32	1.1	B	393	589
2 - High Street	0.78	16.32	3.4	C	759	1139
3 - Vicarage Road	0.57	12.49	1.3	B	386	579

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	355	745	0.528	389	373	0.0	1.1	9.988	A
2 - High Street	759	190	42	980	0.775	746	702	0.0	3.2	14.717	B
3 - Vicarage Road	386	97	347	678	0.569	381	441	0.0	1.3	11.924	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	360	742	0.530	393	379	1.1	1.1	10.311	B
2 - High Street	759	190	42	979	0.775	759	711	3.2	3.3	16.218	C
3 - Vicarage Road	386	97	353	674	0.572	386	448	1.3	1.3	12.466	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	360	742	0.530	393	379	1.1	1.1	10.321	B
2 - High Street	759	190	42	979	0.775	759	711	3.3	3.4	16.279	C
3 - Vicarage Road	386	97	353	674	0.572	386	448	1.3	1.3	12.480	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	360	742	0.530	393	379	1.1	1.1	10.322	B
2 - High Street	759	190	42	979	0.775	759	711	3.4	3.4	16.300	C
3 - Vicarage Road	386	97	353	674	0.572	386	448	1.3	1.3	12.483	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	360	742	0.530	393	379	1.1	1.1	10.324	B
2 - High Street	759	190	42	979	0.775	759	711	3.4	3.4	16.311	C
3 - Vicarage Road	386	97	353	674	0.573	386	448	1.3	1.3	12.486	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	393	98	360	742	0.530	393	379	1.1	1.1	10.324	B
2 - High Street	759	190	42	979	0.775	759	711	3.4	3.4	16.318	C
3 - Vicarage Road	386	97	353	674	0.573	386	448	1.3	1.3	12.486	B

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	49.22	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		FLAT	✓	564	100.000
2 - High Street		FLAT	✓	929	100.000
3 - Vicarage Road		FLAT	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	477	85
	2 - High Street	433	3	493
	3 - Vicarage Road	26	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	3
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.72	16.36	2.5	C	564	846
2 - High Street	0.97	82.83	20.5	F	929	1393
3 - Vicarage Road	0.56	12.81	1.2	B	352	528

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	325	787	0.717	554	439	0.0	2.4	14.944	B
2 - High Street	929	232	86	961	0.967	883	793	0.0	11.4	35.814	E
3 - Vicarage Road	352	88	417	646	0.545	347	552	0.0	1.2	11.895	B

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	329	784	0.719	564	455	2.4	2.5	16.277	C
2 - High Street	929	232	87	960	0.968	915	805	11.4	14.8	59.999	F
3 - Vicarage Road	352	88	432	636	0.554	352	571	1.2	1.2	12.654	B

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	329	784	0.720	564	457	2.5	2.5	16.332	C
2 - High Street	929	232	87	960	0.968	921	806	14.8	16.9	69.013	F
3 - Vicarage Road	352	88	434	634	0.555	352	574	1.2	1.2	12.737	B

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	329	784	0.720	564	458	2.5	2.5	16.350	C
2 - High Street	929	232	87	960	0.968	923	806	16.9	18.4	74.979	F
3 - Vicarage Road	352	88	435	634	0.555	352	575	1.2	1.2	12.775	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	329	784	0.720	564	459	2.5	2.5	16.357	C
2 - High Street	929	232	87	960	0.968	924	806	18.4	19.5	79.385	F
3 - Vicarage Road	352	88	436	633	0.556	352	576	1.2	1.2	12.794	B

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	564	141	329	784	0.720	564	459	2.5	2.5	16.362	C
2 - High Street	929	232	87	960	0.968	925	806	19.5	20.5	82.830	F
3 - Vicarage Road	352	88	436	633	0.556	352	576	1.2	1.2	12.809	B

2024 + Dev (4,000) , Weekday Early Evening Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	18.21	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	453	100.000
2 - High Street		ONE HOUR	✓	747	100.000
3 - Vicarage Road		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	6	368	79
2 - High Street	436	1	310
3 - Vicarage Road	27	199	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	0	5
2 - High Street	1	0	0
3 - Vicarage Road	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.58	10.16	1.4	B	416	624
2 - High Street	0.86	25.51	5.5	D	685	1028
3 - Vicarage Road	0.42	10.40	0.7	B	208	312

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	341	85	150	901	0.378	339	350	0.0	0.6	6.372	A
2 - High Street	562	141	64	979	0.574	557	425	0.0	1.3	8.429	A
3 - Vicarage Road	171	43	330	695	0.246	170	291	0.0	0.3	6.832	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	407	102	180	881	0.462	406	420	0.6	0.8	7.571	A
2 - High Street	672	168	77	970	0.692	668	509	1.3	2.2	11.775	B
3 - Vicarage Road	204	51	396	653	0.312	204	349	0.3	0.4	7.993	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	499	125	220	854	0.584	497	509	0.8	1.4	10.028	B
2 - High Street	822	206	94	959	0.858	810	623	2.2	5.2	22.618	C
3 - Vicarage Road	250	62	481	600	0.417	249	424	0.4	0.7	10.227	B

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	499	125	221	853	0.585	499	515	1.4	1.4	10.156	B
2 - High Street	822	206	95	958	0.858	821	625	5.2	5.5	25.510	D
3 - Vicarage Road	250	62	487	596	0.419	250	429	0.7	0.7	10.397	B

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	407	102	182	880	0.463	409	429	1.4	0.9	7.684	A
2 - High Street	672	168	78	970	0.692	684	513	5.5	2.3	13.114	B
3 - Vicarage Road	204	51	406	647	0.315	205	356	0.7	0.5	8.154	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	341	85	152	900	0.379	342	355	0.9	0.6	6.464	A
2 - High Street	562	141	65	979	0.575	566	429	2.3	1.4	8.808	A
3 - Vicarage Road	171	43	336	692	0.247	171	295	0.5	0.3	6.924	A

2024 + Dev (4,000), Weekday Late Evening Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	5.66	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	311	100.000
2 - High Street		ONE HOUR	✓	184	100.000
3 - Vicarage Road		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	7	267	37
	2 - High Street	110	0	74
	3 - Vicarage Road	18	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	5
	2 - High Street	0	0	0
	3 - Vicarage Road	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.38	6.34	0.6	A	285	428
2 - High Street	0.20	4.54	0.3	A	169	253
3 - Vicarage Road	0.20	5.61	0.3	A	135	202

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	234	59	97	941	0.249	233	101	0.0	0.3	5.075	A
2 - High Street	139	35	33	1006	0.138	138	296	0.0	0.2	4.142	A
3 - Vicarage Road	111	28	88	829	0.134	110	83	0.0	0.2	5.005	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	280	70	116	928	0.301	279	121	0.3	0.4	5.545	A
2 - High Street	165	41	39	1002	0.165	165	356	0.2	0.2	4.302	A
3 - Vicarage Road	132	33	105	818	0.162	132	100	0.2	0.2	5.246	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	342	86	142	910	0.376	342	148	0.4	0.6	6.322	A
2 - High Street	203	51	48	996	0.203	202	435	0.2	0.3	4.535	A
3 - Vicarage Road	162	40	129	804	0.201	162	122	0.2	0.3	5.606	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	342	86	142	910	0.376	342	149	0.6	0.6	6.339	A
2 - High Street	203	51	48	996	0.203	203	436	0.3	0.3	4.537	A
3 - Vicarage Road	162	40	129	804	0.201	162	122	0.3	0.3	5.609	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	280	70	116	928	0.301	280	122	0.6	0.4	5.567	A
2 - High Street	165	41	40	1002	0.165	166	357	0.3	0.2	4.305	A
3 - Vicarage Road	132	33	105	818	0.162	132	100	0.3	0.2	5.254	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	234	59	97	940	0.249	235	102	0.4	0.3	5.104	A
2 - High Street	139	35	33	1006	0.138	139	299	0.2	0.2	4.149	A
3 - Vicarage Road	111	28	88	828	0.134	111	84	0.2	0.2	5.019	A

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	21.59	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	481	100.000
2 - High Street		ONE HOUR	✓	780	100.000
3 - Vicarage Road		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	5	406	70
2 - High Street	437	3	340
3 - Vicarage Road	46	271	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	1	3
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.66	13.46	1.9	B	441	662
2 - High Street	0.88	29.68	6.7	D	716	1074
3 - Vicarage Road	0.58	14.24	1.4	B	292	438

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	362	91	205	862	0.420	359	364	0.0	0.7	7.126	A
2 - High Street	587	147	57	991	0.593	582	508	0.0	1.4	8.682	A
3 - Vicarage Road	239	60	332	702	0.341	237	307	0.0	0.5	7.721	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	432	108	246	834	0.518	431	436	0.7	1.1	8.900	A
2 - High Street	701	175	68	983	0.713	697	609	1.4	2.4	12.428	B
3 - Vicarage Road	286	71	398	660	0.433	285	368	0.5	0.8	9.578	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	530	132	301	798	0.664	526	529	1.1	1.9	13.099	B
2 - High Street	859	215	83	973	0.883	844	744	2.4	6.1	25.358	D
3 - Vicarage Road	350	88	482	607	0.577	348	446	0.8	1.3	13.777	B

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	530	132	303	796	0.665	529	536	1.9	1.9	13.460	B
2 - High Street	859	215	84	973	0.883	856	748	6.1	6.7	29.683	D
3 - Vicarage Road	350	88	489	602	0.581	350	451	1.3	1.4	14.243	B

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	432	108	249	832	0.520	436	448	1.9	1.1	9.155	A
2 - High Street	701	175	69	983	0.714	717	616	6.7	2.6	14.321	B
3 - Vicarage Road	286	71	409	653	0.438	288	377	1.4	0.8	9.936	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	362	91	208	860	0.421	364	370	1.1	0.7	7.277	A
2 - High Street	587	147	57	990	0.593	592	514	2.6	1.5	9.132	A
3 - Vicarage Road	239	60	338	698	0.343	240	312	0.8	0.5	7.888	A

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	14.33	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	536	100.000
2 - High Street		ONE HOUR	✓	648	100.000
3 - Vicarage Road		ONE HOUR	✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	3	460	73
	2 - High Street	338	2	308
	3 - Vicarage Road	36	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	1	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.73	16.62	2.6	C	492	738
2 - High Street	0.74	14.11	2.7	B	595	892
3 - Vicarage Road	0.50	10.76	1.0	B	281	421

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	404	101	203	871	0.464	400	282	0.0	0.9	7.599	A
2 - High Street	488	122	57	986	0.495	484	547	0.0	1.0	7.124	A
3 - Vicarage Road	230	58	256	749	0.308	229	285	0.0	0.4	6.896	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	482	120	244	843	0.572	480	338	0.9	1.3	9.867	A
2 - High Street	583	146	68	978	0.596	581	656	1.0	1.4	9.016	A
3 - Vicarage Road	275	69	307	716	0.384	274	341	0.4	0.6	8.137	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	590	148	298	806	0.732	585	412	1.3	2.6	15.910	C
2 - High Street	713	178	83	968	0.737	709	800	1.4	2.7	13.621	B
3 - Vicarage Road	337	84	375	673	0.501	335	416	0.6	1.0	10.626	B

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	590	148	299	805	0.733	590	415	2.6	2.6	16.625	C
2 - High Street	713	178	84	968	0.737	713	806	2.7	2.7	14.110	B
3 - Vicarage Road	337	84	377	671	0.502	337	419	1.0	1.0	10.761	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	482	120	246	842	0.572	487	342	2.6	1.4	10.287	B
2 - High Street	583	146	69	977	0.596	587	664	2.7	1.5	9.344	A
3 - Vicarage Road	275	69	311	714	0.385	277	346	1.0	0.6	8.259	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	404	101	205	869	0.464	405	285	1.4	0.9	7.798	A
2 - High Street	488	122	57	985	0.495	490	553	1.5	1.0	7.302	A
3 - Vicarage Road	230	58	259	747	0.308	231	288	0.6	0.5	6.992	A

2024 + Dev (5,500) , Weekday Early Evening Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	26.86	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	459	100.000
2 - High Street		ONE HOUR	✓	799	100.000
3 - Vicarage Road		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	7	368	84
2 - High Street	474	1	324
3 - Vicarage Road	30	199	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	0	5
2 - High Street	1	0	0
3 - Vicarage Road	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.59	10.36	1.4	B	421	632
2 - High Street	0.92	40.87	9.3	E	733	1100
3 - Vicarage Road	0.44	11.36	0.8	B	211	317

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	346	86	150	901	0.384	343	381	0.0	0.6	6.426	A
2 - High Street	602	150	69	976	0.616	595	424	0.0	1.6	9.309	A
3 - Vicarage Road	173	43	359	677	0.256	172	305	0.0	0.3	7.111	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	413	103	180	880	0.469	412	457	0.6	0.9	7.661	A
2 - High Street	718	180	83	967	0.743	714	509	1.6	2.7	13.959	B
3 - Vicarage Road	207	52	431	631	0.327	206	366	0.3	0.5	8.454	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	505	126	220	853	0.592	503	550	0.9	1.4	10.219	B
2 - High Street	880	220	101	954	0.922	858	623	2.7	8.1	32.012	D
3 - Vicarage Road	253	63	518	576	0.440	252	441	0.5	0.8	11.071	B

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	505	126	221	853	0.593	505	560	1.4	1.4	10.359	B
2 - High Street	880	220	101	954	0.922	875	625	8.1	9.3	40.870	E
3 - Vicarage Road	253	63	528	570	0.444	253	448	0.8	0.8	11.362	B

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	413	103	182	879	0.469	415	474	1.4	0.9	7.784	A
2 - High Street	718	180	83	966	0.743	743	513	9.3	3.1	17.704	C
3 - Vicarage Road	207	52	448	620	0.333	208	378	0.8	0.5	8.753	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	346	86	152	900	0.384	347	388	0.9	0.6	6.520	A
2 - High Street	602	150	69	976	0.617	607	429	3.1	1.7	9.920	A
3 - Vicarage Road	173	43	366	672	0.258	174	310	0.5	0.4	7.231	A

2024 + Dev (5,500), Weekday Late Evening Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	6.22	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	364	100.000
2 - High Street		ONE HOUR	✓	184	100.000
3 - Vicarage Road		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	8	313	43
	2 - High Street	110	0	74
	3 - Vicarage Road	24	144	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	5
	2 - High Street	0	0	0
	3 - Vicarage Road	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.45	7.22	0.8	A	334	501
2 - High Street	0.20	4.57	0.3	A	169	253
3 - Vicarage Road	0.23	5.87	0.3	A	154	231

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	274	69	108	933	0.294	272	106	0.0	0.4	5.433	A
2 - High Street	139	35	38	1003	0.138	138	342	0.0	0.2	4.159	A
3 - Vicarage Road	126	32	88	823	0.154	126	88	0.0	0.2	5.158	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	327	82	129	919	0.356	327	128	0.4	0.5	6.074	A
2 - High Street	165	41	46	998	0.166	165	410	0.2	0.2	4.324	A
3 - Vicarage Road	151	38	106	812	0.186	151	105	0.2	0.2	5.441	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	401	100	158	899	0.446	400	156	0.5	0.8	7.192	A
2 - High Street	203	51	56	991	0.204	202	502	0.2	0.3	4.565	A
3 - Vicarage Road	185	46	130	798	0.232	185	129	0.2	0.3	5.869	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	401	100	159	899	0.446	401	156	0.8	0.8	7.222	A
2 - High Street	203	51	56	991	0.205	203	503	0.3	0.3	4.567	A
3 - Vicarage Road	185	46	130	798	0.232	185	129	0.3	0.3	5.874	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	327	82	130	919	0.356	328	128	0.8	0.6	6.109	A
2 - High Street	165	41	46	998	0.166	166	412	0.3	0.2	4.328	A
3 - Vicarage Road	151	38	106	812	0.186	151	105	0.3	0.2	5.452	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	274	69	109	933	0.294	275	107	0.6	0.4	5.473	A
2 - High Street	139	35	38	1003	0.138	139	345	0.2	0.2	4.168	A
3 - Vicarage Road	126	32	89	823	0.154	127	88	0.2	0.2	5.175	A

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	32.43	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	486	100.000
2 - High Street		ONE HOUR	✓	833	100.000
3 - Vicarage Road		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	6	406	74
2 - High Street	475	3	355
3 - Vicarage Road	48	271	1

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	1	3
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.67	13.74	2.0	B	446	669
2 - High Street	0.95	49.86	11.9	E	764	1147
3 - Vicarage Road	0.61	15.95	1.5	C	294	440

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	366	91	205	862	0.425	363	394	0.0	0.7	7.178	A
2 - High Street	627	157	60	988	0.635	620	508	0.0	1.7	9.620	A
3 - Vicarage Road	241	60	360	683	0.353	239	320	0.0	0.5	8.061	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	437	109	246	834	0.524	436	472	0.7	1.1	9.000	A
2 - High Street	749	187	73	980	0.764	743	609	1.7	3.0	14.868	B
3 - Vicarage Road	288	72	432	638	0.451	287	384	0.5	0.8	10.212	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	535	134	300	798	0.671	532	566	1.1	2.0	13.348	B
2 - High Street	917	229	89	969	0.946	890	743	3.0	9.9	36.530	E
3 - Vicarage Road	352	88	517	584	0.603	350	461	0.8	1.5	15.183	C

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	535	134	303	796	0.672	535	578	2.0	2.0	13.742	B
2 - High Street	917	229	89	969	0.947	909	748	9.9	11.9	49.855	E
3 - Vicarage Road	352	88	528	577	0.610	352	470	1.5	1.5	15.953	C

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	437	109	250	832	0.525	440	495	2.0	1.1	9.274	A
2 - High Street	749	187	73	980	0.764	783	617	11.9	3.5	20.845	C
3 - Vicarage Road	288	72	455	624	0.461	290	401	1.5	0.9	10.875	B

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	366	91	208	860	0.426	367	402	1.1	0.8	7.337	A
2 - High Street	627	157	61	988	0.635	634	514	3.5	1.8	10.360	B
3 - Vicarage Road	241	60	368	678	0.355	242	327	0.9	0.6	8.277	A

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	17.50	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	589	100.000
2 - High Street		ONE HOUR	✓	648	100.000
3 - Vicarage Road		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	5	505	79
	2 - High Street	338	2	308
	3 - Vicarage Road	42	285	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	1	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.82	24.14	4.2	C	540	811
2 - High Street	0.74	14.44	2.8	B	595	892
3 - Vicarage Road	0.54	11.62	1.1	B	300	450

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	443	111	214	863	0.514	439	288	0.0	1.0	8.416	A
2 - High Street	488	122	63	982	0.497	484	591	0.0	1.0	7.178	A
3 - Vicarage Road	246	62	258	747	0.329	244	289	0.0	0.5	7.127	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	530	132	257	834	0.635	527	345	1.0	1.7	11.622	B
2 - High Street	583	146	75	973	0.599	581	709	1.0	1.5	9.121	A
3 - Vicarage Road	294	73	309	715	0.411	293	347	0.5	0.7	8.524	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	649	162	314	795	0.815	640	421	1.7	3.9	21.928	C
2 - High Street	713	178	91	962	0.741	708	863	1.5	2.7	13.894	B
3 - Vicarage Road	360	90	377	671	0.536	358	423	0.7	1.1	11.443	B

17:15 - 17:30

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	649	162	316	794	0.816	648	424	3.9	4.2	24.138	C
2 - High Street	713	178	92	962	0.742	713	871	2.7	2.8	14.435	B
3 - Vicarage Road	360	90	380	669	0.538	360	426	1.1	1.1	11.624	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	530	132	260	833	0.636	539	349	4.2	1.8	12.623	B
2 - High Street	583	146	77	972	0.599	588	722	2.8	1.5	9.481	A
3 - Vicarage Road	294	73	313	712	0.413	296	352	1.1	0.7	8.680	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	443	111	217	861	0.515	446	291	1.8	1.1	8.733	A
2 - High Street	488	122	64	981	0.497	490	600	1.5	1.0	7.365	A
3 - Vicarage Road	246	62	261	745	0.330	247	293	0.7	0.5	7.237	A

2024 + Dev (9,500) , Weekday Early Evening Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	107.06	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Early Evening Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	472	100.000
2 - High Street		ONE HOUR	✓	938	100.000
3 - Vicarage Road		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	9	368	95
2 - High Street	575	1	362
3 - Vicarage Road	36	199	2

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	0	5
2 - High Street	1	0	0
3 - Vicarage Road	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.61	10.85	1.5	B	433	650
2 - High Street	1.09	179.59	55.8	F	861	1291
3 - Vicarage Road	0.49	13.27	0.9	B	217	326

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	151	900	0.395	353	460	0.0	0.6	6.553	A
2 - High Street	706	177	79	969	0.729	696	424	0.0	2.6	12.762	B
3 - Vicarage Road	178	45	434	629	0.284	177	341	0.0	0.4	7.941	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	424	106	181	879	0.483	423	549	0.6	0.9	7.877	A
2 - High Street	843	211	95	958	0.880	830	509	2.6	6.0	25.571	D
3 - Vicarage Road	213	53	517	576	0.370	212	407	0.4	0.6	9.880	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	520	130	221	852	0.610	517	617	0.9	1.5	10.679	B
2 - High Street	1033	258	116	944	1.094	927	622	6.0	32.5	88.545	F
3 - Vicarage Road	261	65	579	537	0.486	260	464	0.6	0.9	12.912	B

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	520	130	222	851	0.611	520	625	1.5	1.5	10.849	B
2 - High Street	1033	258	117	943	1.095	939	625	32.5	55.8	179.588	F
3 - Vicarage Road	261	65	587	532	0.490	261	469	0.9	0.9	13.267	B

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	424	106	183	878	0.483	427	617	1.5	1.0	8.017	A
2 - High Street	843	211	96	957	0.881	941	513	55.8	31.5	169.735	F
3 - Vicarage Road	213	53	586	533	0.400	214	451	0.9	0.7	11.341	B

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	355	89	153	898	0.396	357	537	1.0	0.7	6.659	A
2 - High Street	706	177	80	968	0.729	820	429	31.5	2.9	40.357	E
3 - Vicarage Road	178	45	511	580	0.307	179	390	0.7	0.5	8.998	A

2024 + Dev (9,500), Weekday Late Evening Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	8.84	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Late Evening Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	503	100.000
2 - High Street		ONE HOUR	✓	184	100.000
3 - Vicarage Road		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	11	433	59
	2 - High Street	110	0	74
	3 - Vicarage Road	38	184	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	5
	2 - High Street	0	0	0
	3 - Vicarage Road	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.64	11.39	1.7	B	462	692
2 - High Street	0.21	4.65	0.3	A	169	253
3 - Vicarage Road	0.31	6.61	0.4	A	204	306

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	379	95	138	913	0.415	376	119	0.0	0.7	6.665	A
2 - High Street	139	35	52	993	0.139	138	461	0.0	0.2	4.206	A
3 - Vicarage Road	167	42	91	814	0.205	166	100	0.0	0.3	5.537	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	452	113	165	895	0.505	451	143	0.7	1.0	8.090	A
2 - High Street	165	41	63	986	0.168	165	553	0.2	0.2	4.386	A
3 - Vicarage Road	200	50	109	803	0.248	199	119	0.3	0.3	5.956	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	554	138	202	870	0.637	551	175	1.0	1.7	11.198	B
2 - High Street	203	51	77	977	0.207	202	677	0.2	0.3	4.648	A
3 - Vicarage Road	244	61	133	789	0.310	244	146	0.3	0.4	6.602	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	554	138	203	869	0.637	554	175	1.7	1.7	11.392	B
2 - High Street	203	51	77	976	0.208	203	679	0.3	0.3	4.652	A
3 - Vicarage Road	244	61	133	789	0.310	244	146	0.4	0.4	6.614	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	452	113	166	894	0.506	455	143	1.7	1.0	8.243	A
2 - High Street	165	41	63	986	0.168	166	557	0.3	0.2	4.392	A
3 - Vicarage Road	200	50	109	803	0.248	200	120	0.4	0.3	5.971	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	379	95	139	913	0.415	380	120	1.0	0.7	6.775	A
2 - High Street	139	35	53	993	0.140	139	466	0.2	0.2	4.216	A
3 - Vicarage Road	167	42	91	814	0.205	167	100	0.3	0.3	5.572	A

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	121.63	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	500	100.000
2 - High Street		ONE HOUR	✓	971	100.000
3 - Vicarage Road		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	8	406	86
2 - High Street	576	3	392
3 - Vicarage Road	54	271	2

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - Kingfield Road	2 - High Street	3 - Vicarage Road
1 - Kingfield Road	0	1	3
2 - High Street	0	0	0
3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.69	14.64	2.2	B	459	688
2 - High Street	1.12	212.19	66.3	F	891	1337
3 - Vicarage Road	0.66	19.35	1.9	C	300	450

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	376	94	206	861	0.437	373	473	0.0	0.8	7.338	A
2 - High Street	731	183	72	981	0.745	720	507	0.0	2.8	13.300	B
3 - Vicarage Road	246	62	435	635	0.387	244	356	0.0	0.6	9.133	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	449	112	247	833	0.539	448	564	0.8	1.1	9.301	A
2 - High Street	873	218	86	971	0.899	857	609	2.8	6.8	28.010	D
3 - Vicarage Road	294	73	518	583	0.504	292	425	0.6	1.0	12.317	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	551	138	301	797	0.691	547	628	1.1	2.1	14.138	B
2 - High Street	1069	267	105	958	1.116	945	742	6.8	37.8	98.631	F
3 - Vicarage Road	360	90	572	549	0.656	357	478	1.0	1.8	18.423	C

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	551	138	303	796	0.692	550	635	2.1	2.2	14.639	B
2 - High Street	1069	267	106	958	1.116	955	748	37.8	66.3	206.006	F
3 - Vicarage Road	360	90	578	545	0.661	360	482	1.8	1.9	19.354	C

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	449	112	251	831	0.541	453	623	2.2	1.2	9.635	A
2 - High Street	873	218	87	970	0.900	956	617	66.3	45.5	212.189	F
3 - Vicarage Road	294	73	577	546	0.539	297	466	1.9	1.2	14.606	B

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	376	94	210	858	0.439	378	581	1.2	0.8	7.521	A
2 - High Street	731	183	73	980	0.746	900	515	45.5	3.4	77.833	F
3 - Vicarage Road	246	62	542	568	0.434	248	430	1.2	0.8	11.316	B

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Roundabout	Mini-roundabout		1, 2, 3	64.52	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kingfield Road		ONE HOUR	✓	729	100.000
2 - High Street		ONE HOUR	✓	648	100.000
3 - Vicarage Road		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
	1 - Kingfield Road	8	626	95
	2 - High Street	338	2	308
	3 - Vicarage Road	57	325	0

Vehicle Mix

Heavy Vehicle Percentages

	From	To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
	1 - Kingfield Road	0	0	3
	2 - High Street	1	0	0
	3 - Vicarage Road	5	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	1.05	134.85	31.6	F	669	1003
2 - High Street	0.75	15.00	2.9	C	595	892
3 - Vicarage Road	0.63	14.58	1.7	B	351	526

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	549	137	244	843	0.651	542	301	0.0	1.8	11.684	B
2 - High Street	488	122	77	972	0.502	484	709	0.0	1.0	7.313	A
3 - Vicarage Road	288	72	260	745	0.386	285	301	0.0	0.6	7.781	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	655	164	293	810	0.809	647	361	1.8	3.8	21.138	C
2 - High Street	583	146	91	962	0.605	581	849	1.0	1.5	9.376	A
3 - Vicarage Road	343	86	312	712	0.482	342	360	0.6	0.9	9.697	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	803	201	358	766	1.047	739	440	3.8	19.7	72.886	F
2 - High Street	713	178	104	954	0.748	708	992	1.5	2.8	14.362	B
3 - Vicarage Road	421	105	380	669	0.629	418	433	0.9	1.6	14.175	B

17:15 - 17:30

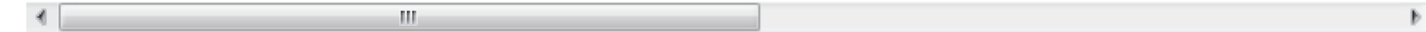
Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	803	201	360	765	1.050	755	443	19.7	31.6	134.849	F
2 - High Street	713	178	107	952	0.749	713	1009	2.8	2.9	15.002	C
3 - Vicarage Road	421	105	382	667	0.631	420	437	1.6	1.7	14.579	B

17:30 - 17:45

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	655	164	296	808	0.811	760	367	31.6	5.5	84.119	F
2 - High Street	583	146	107	952	0.612	588	949	2.9	1.6	10.021	B
3 - Vicarage Road	343	86	317	709	0.484	346	378	1.7	1.0	9.997	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	549	137	247	841	0.653	563	305	5.5	2.0	13.562	B
2 - High Street	488	122	80	970	0.503	490	731	1.6	1.0	7.534	A
3 - Vicarage Road	288	72	263	743	0.387	289	306	1.0	0.6	7.949	A



APPENDIX Y

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Mayford Green_Egley Road_Kingfield Road Roundabout 190807.j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 12:46:41

-
- »2019, Weekday AM
 - »2019, Weekday PM
 - »2019, Weekday Early Evening
 - »2019, Weekday Late Evening
 - »2019, Weekend Pre-Game (Non-Gameday)
 - »2019, Weekend Post-Game (Non-Gameday)
 - »2019, Weekend Pre-Game
 - »2019, Weekend Post-Game
 - »2024, Weekday AM
 - »2024, Weekday PM
 - »2024, Weekday Early Evening
 - »2024, Weekday Late Evening
 - »2024, Weekend Pre-Game (Non-Matchday)
 - »2024, Weekend Post-Game (Non-Matchday)
 - »2024, Weekend Pre-Game
 - »2024, Weekend Post-Game
 - »2024 + Dev, Weekday AM
 - »2024 + Dev, Weekday PM
 - »2024 + Dev (4,000), Weekday Pre Game
 - »2024 + Dev (4,000), Weekday Post Game
 - »2024 + Dev (4,000), Weekend Pre-Game
 - »2024 + Dev (4,000), Weekend Post-Game
 - »2024 + Dev (5,500), Weekday Pre Game
 - »2024 + Dev (5,500), Weekday Post Game
 - »2024 + Dev (5,500), Weekend Pre-Game
 - »2024 + Dev (5,500), Weekend Post-Game
 - »2024 + Dev (9,500), Weekday Pre Game
 - »2024 + Dev (9,500), Weekday Post Game
 - »2024 + Dev (9,500), Weekend Pre-Game
 - »2024 + Dev (9,500), Weekend Post-Game

Summary of junction performance

	Weekday AM					Weekday PM					Weekday Early Evening					Weekday Late Evening				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	L
1 - Guildford Road	D1	0.7	4.32	0.41	A	D2	0.5	3.87	0.35	A	D3	0.2	2.63	0.17	A	D4	0.0	1.93	0.03	
2 - Egley Road (S)		1.8	8.93	0.64	A		2.0	8.60	0.67	A		0.6	4.20	0.37	A		0.2	2.79	0.16	
3 - Mayford Green Road		1.0	5.04	0.50	A		0.4	3.62	0.30	A		0.2	2.66	0.16	A		0.1	2.13	0.06	
4 - Egley Road (N)		1.0	4.09	0.50	A		1.0	3.67	0.50	A		0.5	2.57	0.32	A		0.1	1.86	0.12	
1 - Guildford Road	D9	0.8	4.76	0.45	A	D10	0.6	4.20	0.39	A	D11	0.2	2.72	0.18	A	D12	0.0	1.95	0.03	
2 - Egley Road (S)		2.2	10.74	0.69	B		2.5	10.39	0.72	B		0.7	4.43	0.40	A		0.2	2.83	0.17	
3 - Mayford Green Road		1.2	5.61	0.54	A		0.5	3.84	0.33	A		0.2	2.74	0.18	A		0.1	2.14	0.06	
4 - Egley Road (N)		1.2	4.50	0.54	A		1.1	4.00	0.53	A		0.5	2.67	0.35	A		0.1	1.88	0.12	
1 - Guildford Road	D17	0.9	4.92	0.46	A	D18	0.6	4.11	0.37	A										
2 - Egley Road (S)		2.2	10.61	0.69	B		2.7	10.82	0.73	B										
3 - Mayford Green Road		1.1	5.54	0.53	A		0.5	3.85	0.32	A										
4 - Egley Road (N)		1.2	4.48	0.54	A		1.1	4.03	0.53	A										
1 - Guildford Road																				
2 - Egley Road (S)																				
3 - Mayford Green Road																				
4 - Egley Road (N)																				
1 - Guildford Road																				
2 - Egley Road (S)																				
3 - Mayford Green Road																				
4 - Egley Road (N)																				

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	Mayford Green / Egley Road / Kingfield Road ARCADY
Location	Woking
Site number	
Date	17/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓		
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓		
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓		
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓		
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0612
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0632
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0632
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0632
D13	2024	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0668
D14	2024	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0668
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0668
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0668
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓		
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓		
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓		
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓		
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓		

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Guildford Road	
2	Egley Road (S)	
3	Mayford Green Road	
4	Egley Road (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Guildford Road	4.90	7.40	14.3	35.8	56.8	17.0	
2 - Egley Road (S)	3.60	5.50	9.4	30.0	56.8	9.0	
3 - Mayford Green Road	3.50	7.20	24.8	17.0	56.8	9.5	
4 - Egley Road (N)	3.90	8.10	32.3	43.5	56.8	13.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Guildford Road	0.665	2102
2 - Egley Road (S)	0.575	1569
3 - Mayford Green Road	0.633	1933
4 - Egley Road (N)	0.697	2254

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	523	100.000
2 - Egley Road (S)		ONE HOUR	✓	652	100.000
3 - Mayford Green Road		ONE HOUR	✓	637	100.000
4 - Egley Road (N)		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	98	286	137
	2 - Egley Road (S)	102	2	125	423
	3 - Mayford Green Road	262	188	1	186
	4 - Egley Road (N)	113	494	198	10

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	3	1	2
	2 - Egley Road (S)	3	0	5	3
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	3	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.41	4.32	0.7	A	480	720
2 - Egley Road (S)	0.64	8.93	1.8	A	598	897
3 - Mayford Green Road	0.50	5.04	1.0	A	585	877
4 - Egley Road (N)	0.50	4.09	1.0	A	748	1122

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	394	98	670	1618	0.243	392	359	0.0	0.3	2.934	A
2 - Egley Road (S)	491	123	476	1247	0.394	488	587	0.0	0.6	4.728	A
3 - Mayford Green Road	480	120	506	1567	0.306	478	458	0.0	0.4	3.300	A
4 - Egley Road (N)	614	153	418	1914	0.321	612	567	0.0	0.5	2.760	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	470	118	802	1530	0.307	470	430	0.3	0.4	3.393	A
2 - Egleby Road (S)	586	147	569	1194	0.491	585	702	0.6	1.0	5.899	A
3 - Mayford Green Road	573	143	607	1503	0.381	572	548	0.4	0.6	3.865	A
4 - Egleby Road (N)	733	183	500	1857	0.395	732	678	0.5	0.6	3.199	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	576	144	982	1409	0.409	575	526	0.4	0.7	4.307	A
2 - Egleby Road (S)	718	179	697	1121	0.640	715	860	1.0	1.7	8.784	A
3 - Mayford Green Road	701	175	741	1417	0.495	700	670	0.6	1.0	5.012	A
4 - Egleby Road (N)	897	224	612	1779	0.504	896	830	0.6	1.0	4.071	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	576	144	983	1408	0.409	576	527	0.7	0.7	4.324	A
2 - Egleby Road (S)	718	179	698	1121	0.641	718	861	1.7	1.8	8.927	A
3 - Mayford Green Road	701	175	744	1415	0.496	701	672	1.0	1.0	5.043	A
4 - Egleby Road (N)	897	224	613	1778	0.505	897	832	1.0	1.0	4.088	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	470	118	804	1528	0.308	471	432	0.7	0.4	3.407	A
2 - Egleby Road (S)	586	147	571	1193	0.491	589	704	1.8	1.0	5.995	A
3 - Mayford Green Road	573	143	611	1500	0.382	574	550	1.0	0.6	3.892	A
4 - Egleby Road (N)	733	183	502	1855	0.395	734	682	1.0	0.7	3.216	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	394	98	673	1616	0.244	394	361	0.4	0.3	2.948	A
2 - Egleby Road (S)	491	123	478	1246	0.394	492	589	1.0	0.7	4.785	A
3 - Mayford Green Road	480	120	510	1564	0.307	480	460	0.6	0.4	3.322	A
4 - Egleby Road (N)	614	153	420	1913	0.321	614	570	0.7	0.5	2.775	A

2019, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egleby Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	461	100.000
2 - Egleby Road (S)		ONE HOUR	✓	756	100.000
3 - Mayford Green Road		ONE HOUR	✓	388	100.000
4 - Egleby Road (N)		ONE HOUR	✓	874	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egleby Road (S)	3 - Mayford Green Road	4 - Egleby Road (N)
From	1 - Guildford Road	0	126	229	106
	2 - Egleby Road (S)	108	2	163	483
	3 - Mayford Green Road	184	87	0	117
	4 - Egleby Road (N)	73	641	156	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	2
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.35	3.87	0.5	A	423	635
2 - Egley Road (S)	0.67	8.60	2.0	A	694	1041
3 - Mayford Green Road	0.30	3.62	0.4	A	356	534
4 - Egley Road (N)	0.50	3.67	1.0	A	802	1203

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	347	87	668	1646	0.211	346	274	0.0	0.3	2.766	A
2 - Egley Road (S)	569	142	372	1351	0.421	566	643	0.0	0.7	4.573	A
3 - Mayford Green Road	292	73	527	1577	0.185	291	411	0.0	0.2	2.798	A
4 - Egley Road (N)	658	164	286	2035	0.323	656	532	0.0	0.5	2.607	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	414	104	799	1558	0.266	414	328	0.3	0.4	3.146	A
2 - Egley Road (S)	680	170	445	1309	0.519	678	769	0.7	1.1	5.698	A
3 - Mayford Green Road	349	87	631	1512	0.231	349	492	0.2	0.3	3.094	A
4 - Egley Road (N)	786	196	342	1996	0.394	785	637	0.5	0.6	2.971	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	508	127	979	1439	0.353	507	401	0.4	0.5	3.863	A
2 - Egley Road (S)	832	208	544	1251	0.665	829	941	1.1	1.9	8.462	A
3 - Mayford Green Road	427	107	771	1424	0.300	427	602	0.3	0.4	3.607	A
4 - Egley Road (N)	962	241	419	1943	0.495	961	779	0.6	1.0	3.662	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	508	127	980	1438	0.353	508	402	0.5	0.5	3.869	A
2 - Egley Road (S)	832	208	545	1251	0.666	832	942	1.9	2.0	8.600	A
3 - Mayford Green Road	427	107	774	1422	0.300	427	603	0.4	0.4	3.617	A
4 - Egley Road (N)	962	241	419	1942	0.495	962	782	1.0	1.0	3.673	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	414	104	801	1557	0.266	415	329	0.5	0.4	3.156	A
2 - Egley Road (S)	680	170	446	1308	0.520	683	771	2.0	1.1	5.792	A
3 - Mayford Green Road	349	87	635	1510	0.231	349	494	0.4	0.3	3.105	A
4 - Egley Road (N)	786	196	343	1995	0.394	787	641	1.0	0.7	2.982	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	347	87	671	1644	0.211	347	275	0.4	0.3	2.776	A
2 - Egley Road (S)	569	142	373	1350	0.422	571	645	1.1	0.7	4.627	A
3 - Mayford Green Road	292	73	530	1575	0.185	292	413	0.3	0.2	2.806	A
4 - Egley Road (N)	658	164	287	2034	0.324	659	536	0.7	0.5	2.618	A

2019, Weekday Early Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	253	100.000
2 - Egley Road (S)		ONE HOUR	✓	465	100.000
3 - Mayford Green Road		ONE HOUR	✓	240	100.000
4 - Egley Road (N)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	80	119	53
	2 - Egley Road (S)	70	0	67	328
	3 - Mayford Green Road	96	51	1	92
	4 - Egley Road (N)	68	407	132	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	1	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.17	2.63	0.2	A	232	348
2 - Egley Road (S)	0.37	4.20	0.6	A	427	640
3 - Mayford Green Road	0.16	2.66	0.2	A	220	330
4 - Egley Road (N)	0.32	2.57	0.5	A	560	840

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	190	48	446	1782	0.107	190	176	0.0	0.1	2.261	A
2 - Egley Road (S)	350	88	232	1432	0.244	349	404	0.0	0.3	3.318	A
3 - Mayford Green Road	181	45	341	1716	0.105	180	240	0.0	0.1	2.343	A
4 - Egley Road (N)	459	115	164	2123	0.216	458	357	0.0	0.3	2.161	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	227	57	534	1724	0.132	227	211	0.1	0.2	2.405	A
2 - Egley Road (S)	418	105	278	1406	0.297	418	483	0.3	0.4	3.640	A
3 - Mayford Green Road	216	54	409	1674	0.129	216	287	0.1	0.1	2.468	A
4 - Egley Road (N)	548	137	197	2101	0.261	548	428	0.3	0.4	2.318	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	279	70	654	1645	0.169	278	259	0.2	0.2	2.634	A
2 - Egley Road (S)	512	128	340	1370	0.374	511	592	0.4	0.6	4.189	A
3 - Mayford Green Road	264	66	500	1615	0.164	264	351	0.1	0.2	2.663	A
4 - Egley Road (N)	672	168	241	2071	0.324	671	523	0.4	0.5	2.572	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	279	70	654	1644	0.169	279	259	0.2	0.2	2.635	A
2 - Egley Road (S)	512	128	340	1370	0.374	512	592	0.6	0.6	4.197	A
3 - Mayford Green Road	264	66	501	1615	0.164	264	351	0.2	0.2	2.664	A
4 - Egley Road (N)	672	168	241	2070	0.324	672	524	0.5	0.5	2.573	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	227	57	534	1723	0.132	228	211	0.2	0.2	2.408	A
2 - Egley Road (S)	418	105	278	1406	0.297	419	484	0.6	0.4	3.649	A
3 - Mayford Green Road	216	54	410	1673	0.129	216	287	0.2	0.1	2.472	A
4 - Egley Road (N)	548	137	197	2101	0.261	549	429	0.5	0.4	2.321	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	190	48	447	1781	0.107	191	177	0.2	0.1	2.263	A
2 - Egley Road (S)	350	88	233	1432	0.245	350	405	0.4	0.3	3.329	A
3 - Mayford Green Road	181	45	343	1715	0.105	181	240	0.1	0.1	2.345	A
4 - Egley Road (N)	459	115	165	2123	0.216	460	359	0.4	0.3	2.164	A

2019, Weekday Late Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	2.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	55	100.000
2 - Egley Road (S)		ONE HOUR	✓	223	100.000
3 - Mayford Green Road		ONE HOUR	✓	90	100.000
4 - Egley Road (N)		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	29	17	9
	2 - Egley Road (S)	20	1	30	172
	3 - Mayford Green Road	37	24	1	28
	4 - Egley Road (N)	13	192	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	0
	2 - Egley Road (S)	0	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.03	1.93	0.0	A	50	76
2 - Egley Road (S)	0.16	2.79	0.2	A	205	307
3 - Mayford Green Road	0.06	2.13	0.1	A	83	124
4 - Egley Road (N)	0.12	1.86	0.1	A	212	318

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	41	10	183	1980	0.021	41	53	0.0	0.0	1.856	A
2 - Egley Road (S)	168	42	40	1546	0.109	167	185	0.0	0.1	2.611	A
3 - Mayford Green Road	68	17	152	1837	0.037	68	56	0.0	0.0	2.034	A
4 - Egley Road (N)	174	43	62	2211	0.079	174	157	0.0	0.1	1.766	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	49	12	219	1956	0.025	49	63	0.0	0.0	1.887	A
2 - Egley Road (S)	200	50	48	1541	0.130	200	221	0.1	0.1	2.684	A
3 - Mayford Green Road	81	20	181	1818	0.045	81	66	0.0	0.0	2.072	A
4 - Egley Road (N)	208	52	75	2202	0.094	208	188	0.1	0.1	1.803	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	61	15	269	1923	0.031	61	77	0.0	0.0	1.932	A
2 - Egley Road (S)	246	61	58	1535	0.160	245	271	0.1	0.2	2.790	A
3 - Mayford Green Road	99	25	222	1792	0.055	99	81	0.0	0.1	2.125	A
4 - Egley Road (N)	254	64	91	2191	0.116	254	230	0.1	0.1	1.858	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	61	15	269	1923	0.031	61	77	0.0	0.0	1.932	A
2 - Egley Road (S)	246	61	58	1535	0.160	246	271	0.2	0.2	2.790	A
3 - Mayford Green Road	99	25	222	1792	0.055	99	81	0.1	0.1	2.125	A
4 - Egley Road (N)	254	64	91	2191	0.116	254	230	0.1	0.1	1.858	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	49	12	219	1956	0.025	49	63	0.0	0.0	1.890	A
2 - Egley Road (S)	200	50	48	1541	0.130	201	221	0.2	0.2	2.686	A
3 - Mayford Green Road	81	20	182	1818	0.045	81	67	0.1	0.0	2.072	A
4 - Egley Road (N)	208	52	75	2202	0.094	208	188	0.1	0.1	1.806	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	41	10	184	1980	0.021	41	53	0.0	0.0	1.856	A
2 - Egley Road (S)	168	42	40	1546	0.109	168	185	0.2	0.1	2.612	A
3 - Mayford Green Road	68	17	152	1837	0.037	68	56	0.0	0.0	2.034	A
4 - Egley Road (N)	174	43	63	2211	0.079	174	157	0.1	0.1	1.769	A

2019, Weekend Pre-Game (Non-Gameday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre-Game (Non-Gameday)	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	303	100.000
2 - Egley Road (S)		ONE HOUR	✓	614	100.000
3 - Mayford Green Road		ONE HOUR	✓	315	100.000
4 - Egley Road (N)		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	114	126	63
	2 - Egley Road (S)	91	9	99	415
	3 - Mayford Green Road	117	93	1	104
	4 - Egley Road (N)	53	500	103	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	0	2
	2 - Egley Road (S)	0	0	3	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.21	2.92	0.3	A	278	417
2 - Egley Road (S)	0.49	5.17	1.0	A	563	845
3 - Mayford Green Road	0.23	3.05	0.3	A	289	434
4 - Egley Road (N)	0.36	2.83	0.6	A	607	910

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	228	57	534	1731	0.132	228	196	0.0	0.2	2.393	A
2 - Egley Road (S)	462	116	224	1433	0.323	460	538	0.0	0.5	3.697	A
3 - Mayford Green Road	237	59	437	1656	0.143	236	247	0.0	0.2	2.535	A
4 - Egley Road (N)	498	124	233	2073	0.240	496	440	0.0	0.3	2.281	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	272	68	639	1661	0.164	272	234	0.2	0.2	2.591	A
2 - Egley Road (S)	552	138	268	1407	0.392	551	643	0.5	0.6	4.201	A
3 - Mayford Green Road	283	71	524	1601	0.177	283	296	0.2	0.2	2.731	A
4 - Egley Road (N)	594	149	279	2041	0.291	594	527	0.3	0.4	2.487	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	334	83	782	1566	0.213	333	287	0.2	0.3	2.920	A
2 - Egley Road (S)	676	169	328	1373	0.492	675	788	0.6	1.0	5.148	A
3 - Mayford Green Road	347	87	641	1526	0.227	347	362	0.2	0.3	3.051	A
4 - Egley Road (N)	728	182	342	1998	0.364	727	645	0.4	0.6	2.831	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	334	83	783	1566	0.213	334	287	0.3	0.3	2.921	A
2 - Egley Road (S)	676	169	328	1373	0.493	676	788	1.0	1.0	5.167	A
3 - Mayford Green Road	347	87	642	1526	0.227	347	362	0.3	0.3	3.053	A
4 - Egley Road (N)	728	182	342	1998	0.364	728	646	0.6	0.6	2.834	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	272	68	640	1660	0.164	273	235	0.3	0.2	2.594	A
2 - Egley Road (S)	552	138	268	1407	0.392	553	644	1.0	0.7	4.222	A
3 - Mayford Green Road	283	71	525	1600	0.177	283	296	0.3	0.2	2.735	A
4 - Egley Road (N)	594	149	280	2041	0.291	595	529	0.6	0.4	2.490	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	228	57	536	1730	0.132	228	197	0.2	0.2	2.399	A
2 - Egley Road (S)	462	116	225	1432	0.323	463	539	0.7	0.5	3.716	A
3 - Mayford Green Road	237	59	440	1654	0.143	237	248	0.2	0.2	2.542	A
4 - Egley Road (N)	498	124	234	2072	0.240	498	442	0.4	0.3	2.287	A

2019, Weekend Post-Game (Non-Gameday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019	Weekend Post-Game (Non-Gameday)	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	239	100.000
2 - Egley Road (S)		ONE HOUR	✓	572	100.000
3 - Mayford Green Road		ONE HOUR	✓	244	100.000
4 - Egley Road (N)		ONE HOUR	✓	538	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
1 - Guildford Road	2	83	100	54
2 - Egley Road (S)	94	4	80	394
3 - Mayford Green Road	113	70	1	60
4 - Egley Road (N)	61	393	78	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	1	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.16	2.53	0.2	A	219	329
2 - Egley Road (S)	0.45	4.59	0.8	A	525	787
3 - Mayford Green Road	0.17	2.82	0.2	A	224	336
4 - Egley Road (N)	0.29	2.53	0.4	A	494	741

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	180	45	415	1816	0.099	179	203	0.0	0.1	2.199	A
2 - Egley Road (S)	431	108	181	1462	0.295	429	413	0.0	0.4	3.479	A
3 - Mayford Green Road	184	46	416	1669	0.110	183	194	0.0	0.1	2.423	A
4 - Egley Road (N)	405	101	213	2086	0.194	404	386	0.0	0.2	2.140	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	215	54	496	1762	0.122	215	243	0.1	0.1	2.326	A
2 - Egley Road (S)	514	129	217	1441	0.357	514	494	0.4	0.6	3.878	A
3 - Mayford Green Road	219	55	498	1617	0.136	219	233	0.1	0.2	2.575	A
4 - Egley Road (N)	484	121	255	2056	0.235	483	462	0.2	0.3	2.288	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	263	66	607	1688	0.156	263	297	0.1	0.2	2.526	A
2 - Egley Road (S)	630	157	265	1413	0.446	629	605	0.6	0.8	4.583	A
3 - Mayford Green Road	269	67	609	1546	0.174	268	285	0.2	0.2	2.817	A
4 - Egley Road (N)	592	148	312	2017	0.294	592	565	0.3	0.4	2.526	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	263	66	608	1687	0.156	263	297	0.2	0.2	2.527	A
2 - Egley Road (S)	630	157	265	1413	0.446	630	606	0.8	0.8	4.595	A
3 - Mayford Green Road	269	67	610	1545	0.174	269	285	0.2	0.2	2.819	A
4 - Egley Road (N)	592	148	313	2017	0.294	592	566	0.4	0.4	2.527	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	215	54	497	1761	0.122	215	243	0.2	0.1	2.327	A
2 - Egley Road (S)	514	129	217	1441	0.357	515	495	0.8	0.6	3.893	A
3 - Mayford Green Road	219	55	499	1616	0.136	220	233	0.2	0.2	2.580	A
4 - Egley Road (N)	484	121	256	2056	0.235	484	463	0.4	0.3	2.290	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	180	45	416	1815	0.099	180	203	0.1	0.1	2.201	A
2 - Egley Road (S)	431	108	182	1461	0.295	431	414	0.6	0.4	3.497	A
3 - Mayford Green Road	184	46	418	1668	0.110	184	195	0.2	0.1	2.426	A
4 - Egley Road (N)	405	101	214	2085	0.194	405	387	0.3	0.2	2.145	A

2019, Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	310	100.000
2 - Egley Road (S)		ONE HOUR	✓	668	100.000
3 - Mayford Green Road		ONE HOUR	✓	328	100.000
4 - Egley Road (N)		ONE HOUR	✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	115	130	65
	2 - Egley Road (S)	122	5	88	453
	3 - Mayford Green Road	130	74	1	123
	4 - Egley Road (N)	84	427	104	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	0	2
	2 - Egley Road (S)	0	0	2	1
	3 - Mayford Green Road	1	1	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.21	2.79	0.3	A	284	427
2 - Egley Road (S)	0.54	5.73	1.2	A	613	919
3 - Mayford Green Road	0.25	3.25	0.3	A	301	451
4 - Egley Road (N)	0.34	2.77	0.5	A	567	851

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	233	58	461	1772	0.132	233	252	0.0	0.2	2.337	A
2 - Egley Road (S)	503	126	228	1424	0.353	501	466	0.0	0.5	3.891	A
3 - Mayford Green Road	247	62	486	1613	0.153	246	242	0.0	0.2	2.633	A
4 - Egley Road (N)	465	116	249	2063	0.226	464	483	0.0	0.3	2.251	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	279	70	552	1712	0.163	279	302	0.2	0.2	2.510	A
2 - Egley Road (S)	601	150	272	1398	0.429	600	558	0.5	0.7	4.503	A
3 - Mayford Green Road	295	74	582	1552	0.190	295	290	0.2	0.2	2.863	A
4 - Egley Road (N)	556	139	298	2029	0.274	555	578	0.3	0.4	2.443	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	675	1630	0.209	341	369	0.2	0.3	2.792	A
2 - Egley Road (S)	735	184	333	1363	0.539	734	683	0.7	1.2	5.703	A
3 - Mayford Green Road	361	90	712	1469	0.246	361	355	0.2	0.3	3.248	A
4 - Egley Road (N)	680	170	365	1982	0.343	680	708	0.4	0.5	2.762	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	341	85	676	1630	0.209	341	370	0.3	0.3	2.793	A
2 - Egley Road (S)	735	184	334	1363	0.540	735	684	1.2	1.2	5.734	A
3 - Mayford Green Road	361	90	713	1468	0.246	361	356	0.3	0.3	3.251	A
4 - Egley Road (N)	680	170	366	1982	0.343	680	709	0.5	0.5	2.765	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	279	70	553	1712	0.163	279	303	0.3	0.2	2.512	A
2 - Egley Road (S)	601	150	273	1398	0.430	602	559	1.2	0.8	4.531	A
3 - Mayford Green Road	295	74	584	1550	0.190	295	291	0.3	0.2	2.868	A
4 - Egley Road (N)	556	139	299	2028	0.274	556	580	0.5	0.4	2.448	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	233	58	463	1771	0.132	234	253	0.2	0.2	2.340	A
2 - Egley Road (S)	503	126	228	1423	0.353	504	468	0.8	0.5	3.918	A
3 - Mayford Green Road	247	62	489	1611	0.153	247	243	0.2	0.2	2.639	A
4 - Egley Road (N)	465	116	250	2062	0.226	466	486	0.4	0.3	2.255	A

2019, Weekend Post-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	346	100.000
2 - Egley Road (S)		ONE HOUR	✓	495	100.000
3 - Mayford Green Road		ONE HOUR	✓	240	100.000
4 - Egley Road (N)		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	123	172	51
	2 - Egley Road (S)	94	4	60	337
	3 - Mayford Green Road	111	62	0	67
	4 - Egley Road (N)	54	429	101	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	5	1
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.23	2.82	0.3	A	317	476
2 - Egley Road (S)	0.41	4.51	0.7	A	454	681
3 - Mayford Green Road	0.17	2.72	0.2	A	220	330
4 - Egley Road (N)	0.32	2.58	0.5	A	539	808

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	260	65	450	1797	0.145	260	194	0.0	0.2	2.340	A
2 - Egley Road (S)	373	93	246	1409	0.265	371	464	0.0	0.4	3.466	A
3 - Mayford Green Road	181	45	367	1699	0.106	180	250	0.0	0.1	2.371	A
4 - Egley Road (N)	442	110	203	2105	0.210	441	344	0.0	0.3	2.162	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	311	78	538	1738	0.179	311	233	0.2	0.2	2.521	A
2 - Egley Road (S)	445	111	294	1381	0.322	445	555	0.4	0.5	3.843	A
3 - Mayford Green Road	216	54	439	1652	0.131	216	299	0.1	0.1	2.505	A
4 - Egley Road (N)	528	132	243	2077	0.254	527	411	0.3	0.3	2.322	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	659	1658	0.230	381	285	0.2	0.3	2.817	A
2 - Egley Road (S)	545	136	360	1343	0.406	544	680	0.5	0.7	4.500	A
3 - Mayford Green Road	264	66	538	1589	0.166	264	366	0.1	0.2	2.715	A
4 - Egley Road (N)	646	162	298	2040	0.317	646	504	0.3	0.5	2.583	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	381	95	660	1658	0.230	381	285	0.3	0.3	2.818	A
2 - Egley Road (S)	545	136	360	1343	0.406	545	680	0.7	0.7	4.510	A
3 - Mayford Green Road	264	66	538	1589	0.166	264	367	0.2	0.2	2.716	A
4 - Egley Road (N)	646	162	298	2039	0.317	646	504	0.5	0.5	2.583	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	311	78	539	1738	0.179	311	233	0.3	0.2	2.523	A
2 - Egley Road (S)	445	111	294	1381	0.322	446	556	0.7	0.5	3.855	A
3 - Mayford Green Road	216	54	440	1652	0.131	216	300	0.2	0.2	2.507	A
4 - Egley Road (N)	528	132	244	2077	0.254	528	412	0.5	0.3	2.326	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	260	65	451	1796	0.145	261	195	0.2	0.2	2.344	A
2 - Egley Road (S)	373	93	246	1408	0.265	373	466	0.5	0.4	3.479	A
3 - Mayford Green Road	181	45	369	1698	0.106	181	251	0.2	0.1	2.375	A
4 - Egley Road (N)	442	110	204	2105	0.210	442	345	0.3	0.3	2.167	A

2024, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	6.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	ONE HOUR	07:30	09:00	15	✓	Simple	D1*1.0612

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	555	100.000
2 - Egley Road (S)		ONE HOUR	✓	692	100.000
3 - Mayford Green Road		ONE HOUR	✓	676	100.000
4 - Egley Road (N)		ONE HOUR	✓	865	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	104	304	145
	2 - Egley Road (S)	108	2	133	449
	3 - Mayford Green Road	278	200	1	197
	4 - Egley Road (N)	120	524	210	11

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	3	1	2
	2 - Egley Road (S)	3	0	5	3
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	3	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.45	4.76	0.8	A	509	764
2 - Egley Road (S)	0.69	10.74	2.2	B	635	952
3 - Mayford Green Road	0.54	5.61	1.2	A	620	930
4 - Egley Road (N)	0.54	4.50	1.2	A	794	1190

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	418	104	711	1591	0.263	416	381	0.0	0.4	3.061	A
2 - Egley Road (S)	521	130	505	1231	0.423	518	623	0.0	0.7	5.032	A
3 - Mayford Green Road	509	127	537	1547	0.329	507	486	0.0	0.5	3.456	A
4 - Egley Road (N)	651	163	443	1897	0.343	649	601	0.0	0.5	2.880	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	499	125	851	1497	0.333	498	456	0.4	0.5	3.603	A
2 - Egley Road (S)	622	156	604	1174	0.530	620	745	0.7	1.1	6.483	A
3 - Mayford Green Road	608	152	644	1479	0.411	607	581	0.5	0.7	4.123	A
4 - Egley Road (N)	778	194	531	1836	0.424	777	720	0.5	0.7	3.396	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	611	153	1041	1369	0.446	610	558	0.5	0.8	4.733	A
2 - Egley Road (S)	762	190	739	1097	0.694	757	912	1.1	2.2	10.461	B
3 - Mayford Green Road	744	186	786	1388	0.536	742	711	0.7	1.1	5.558	A
4 - Egley Road (N)	952	238	649	1753	0.543	950	880	0.7	1.2	4.476	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	611	153	1043	1368	0.447	611	560	0.8	0.8	4.756	A
2 - Egley Road (S)	762	190	741	1096	0.695	762	914	2.2	2.2	10.737	B
3 - Mayford Green Road	744	186	790	1386	0.537	744	713	1.1	1.2	5.609	A
4 - Egley Road (N)	952	238	651	1752	0.544	952	883	1.2	1.2	4.503	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	499	125	854	1495	0.334	500	459	0.8	0.5	3.622	A
2 - Egley Road (S)	622	156	606	1173	0.530	626	748	2.2	1.1	6.636	A
3 - Mayford Green Road	608	152	649	1476	0.412	609	584	1.2	0.7	4.164	A
4 - Egley Road (N)	778	194	533	1834	0.424	779	725	1.2	0.7	3.422	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	418	104	714	1589	0.263	418	383	0.5	0.4	3.077	A
2 - Egley Road (S)	521	130	507	1229	0.424	523	626	1.1	0.7	5.106	A
3 - Mayford Green Road	509	127	542	1544	0.330	510	488	0.7	0.5	3.481	A
4 - Egley Road (N)	651	163	446	1895	0.344	652	605	0.7	0.5	2.900	A

2024, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	ONE HOUR	16:30	18:00	15	✓	Simple	D2*1.0632

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	490	100.000
2 - Egley Road (S)		ONE HOUR	✓	804	100.000
3 - Mayford Green Road		ONE HOUR	✓	413	100.000
4 - Egley Road (N)		ONE HOUR	✓	929	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	134	243	113
	2 - Egley Road (S)	115	2	173	514
	3 - Mayford Green Road	196	92	0	124
	4 - Egley Road (N)	78	682	166	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	2
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.39	4.20	0.6	A	450	675
2 - Egley Road (S)	0.72	10.39	2.5	B	738	1106
3 - Mayford Green Road	0.33	3.84	0.5	A	379	568
4 - Egley Road (N)	0.53	4.00	1.1	A	853	1279

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	710	1618	0.228	368	291	0.0	0.3	2.877	A
2 - Egley Road (S)	605	151	395	1337	0.453	602	683	0.0	0.8	4.874	A
3 - Mayford Green Road	311	78	560	1557	0.200	310	437	0.0	0.2	2.883	A
4 - Egley Road (N)	700	175	304	2023	0.346	697	566	0.0	0.5	2.712	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	441	110	850	1525	0.289	440	348	0.3	0.4	3.317	A
2 - Egley Road (S)	723	181	473	1292	0.559	721	817	0.8	1.2	6.280	A
3 - Mayford Green Road	371	93	670	1487	0.249	371	523	0.2	0.3	3.224	A
4 - Egley Road (N)	835	209	364	1981	0.422	835	677	0.5	0.7	3.139	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	540	135	1040	1398	0.386	539	426	0.4	0.6	4.187	A
2 - Egley Road (S)	885	221	579	1231	0.719	880	1000	1.2	2.5	10.115	B
3 - Mayford Green Road	454	114	819	1394	0.326	454	640	0.3	0.5	3.826	A
4 - Egley Road (N)	1023	256	445	1924	0.532	1022	828	0.7	1.1	3.979	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	540	135	1042	1397	0.386	540	427	0.6	0.6	4.200	A
2 - Egley Road (S)	885	221	579	1231	0.719	885	1002	2.5	2.5	10.393	B
3 - Mayford Green Road	454	114	823	1392	0.326	454	641	0.5	0.5	3.840	A
4 - Egley Road (N)	1023	256	446	1924	0.532	1023	831	1.1	1.1	3.997	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	441	110	852	1523	0.289	441	350	0.6	0.4	3.330	A
2 - Egley Road (S)	723	181	474	1292	0.559	727	820	2.5	1.3	6.435	A
3 - Mayford Green Road	371	93	676	1484	0.250	371	526	0.5	0.3	3.237	A
4 - Egley Road (N)	835	209	365	1980	0.422	837	682	1.1	0.7	3.153	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	713	1616	0.228	369	293	0.4	0.3	2.890	A
2 - Egley Road (S)	605	151	397	1336	0.453	607	686	1.3	0.8	4.950	A
3 - Mayford Green Road	311	78	564	1554	0.200	311	439	0.3	0.3	2.898	A
4 - Egley Road (N)	700	175	305	2021	0.346	700	570	0.7	0.5	2.728	A

2024, Weekday Early Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2024	Weekday Early Evening	ONE HOUR	18:30	20:00	15	✓	Simple	D3*1.0632

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	269	100.000
2 - Egley Road (S)		ONE HOUR	✓	494	100.000
3 - Mayford Green Road		ONE HOUR	✓	255	100.000
4 - Egley Road (N)		ONE HOUR	✓	649	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	85	127	56
	2 - Egley Road (S)	74	0	71	349
	3 - Mayford Green Road	102	54	1	98
	4 - Egley Road (N)	72	433	140	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	1	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.18	2.72	0.2	A	247	370
2 - Egley Road (S)	0.40	4.43	0.7	A	454	680
3 - Mayford Green Road	0.18	2.74	0.2	A	234	351
4 - Egley Road (N)	0.35	2.67	0.5	A	595	893

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	203	51	474	1763	0.115	202	188	0.0	0.1	2.306	A
2 - Egley Road (S)	372	93	247	1424	0.261	371	430	0.0	0.4	3.414	A
3 - Mayford Green Road	192	48	363	1703	0.113	192	255	0.0	0.1	2.382	A
4 - Egley Road (N)	488	122	175	2116	0.231	487	380	0.0	0.3	2.209	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	242	60	567	1702	0.142	242	224	0.1	0.2	2.465	A
2 - Egley Road (S)	444	111	295	1396	0.318	444	514	0.4	0.5	3.780	A
3 - Mayford Green Road	229	57	434	1657	0.138	229	305	0.1	0.2	2.520	A
4 - Egley Road (N)	583	146	209	2092	0.279	583	455	0.3	0.4	2.384	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	296	74	695	1617	0.183	296	275	0.2	0.2	2.724	A
2 - Egley Road (S)	544	136	361	1357	0.401	544	629	0.5	0.7	4.418	A
3 - Mayford Green Road	281	70	532	1595	0.176	281	373	0.2	0.2	2.738	A
4 - Egley Road (N)	714	179	256	2060	0.347	713	557	0.4	0.5	2.672	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	296	74	695	1617	0.183	296	275	0.2	0.2	2.724	A
2 - Egley Road (S)	544	136	362	1357	0.401	544	630	0.7	0.7	4.428	A
3 - Mayford Green Road	281	70	533	1595	0.176	281	373	0.2	0.2	2.739	A
4 - Egley Road (N)	714	179	256	2060	0.347	714	557	0.5	0.5	2.674	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	242	60	568	1701	0.142	242	225	0.2	0.2	2.469	A
2 - Egley Road (S)	444	111	296	1395	0.318	445	515	0.7	0.5	3.790	A
3 - Mayford Green Road	229	57	436	1657	0.138	230	305	0.2	0.2	2.522	A
4 - Egley Road (N)	583	146	210	2092	0.279	584	456	0.5	0.4	2.388	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	203	51	476	1762	0.115	203	188	0.2	0.1	2.309	A
2 - Egley Road (S)	372	93	248	1423	0.262	373	431	0.5	0.4	3.427	A
3 - Mayford Green Road	192	48	365	1702	0.113	192	256	0.2	0.1	2.384	A
4 - Egley Road (N)	488	122	175	2116	0.231	489	381	0.4	0.3	2.214	A

2024, Weekday Late Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2024	Weekday Late Evening	ONE HOUR	21:15	22:45	15	✓	Simple	D4*1.0632

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	58	100.000
2 - Egley Road (S)		ONE HOUR	✓	237	100.000
3 - Mayford Green Road		ONE HOUR	✓	96	100.000
4 - Egley Road (N)		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	31	18	10
	2 - Egley Road (S)	21	1	32	183
	3 - Mayford Green Road	39	26	1	30
	4 - Egley Road (N)	14	204	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	0
	2 - Egley Road (S)	0	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.03	1.95	0.0	A	54	80
2 - Egley Road (S)	0.17	2.83	0.2	A	218	326
3 - Mayford Green Road	0.06	2.14	0.1	A	88	132
4 - Egley Road (N)	0.12	1.88	0.1	A	225	338

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	44	11	195	1972	0.022	44	56	0.0	0.0	1.865	A
2 - Egley Road (S)	178	45	42	1544	0.116	178	197	0.0	0.1	2.634	A
3 - Mayford Green Road	72	18	161	1831	0.039	72	59	0.0	0.0	2.046	A
4 - Egley Road (N)	185	46	66	2208	0.084	185	167	0.0	0.1	1.778	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	53	13	233	1947	0.027	53	67	0.0	0.0	1.899	A
2 - Egley Road (S)	213	53	51	1540	0.138	213	235	0.1	0.2	2.713	A
3 - Mayford Green Road	86	22	193	1811	0.048	86	71	0.0	0.0	2.086	A
4 - Egley Road (N)	221	55	79	2199	0.100	221	200	0.1	0.1	1.818	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	64	16	286	1912	0.034	64	82	0.0	0.0	1.948	A
2 - Egley Road (S)	261	65	62	1533	0.170	261	288	0.2	0.2	2.829	A
3 - Mayford Green Road	105	26	236	1783	0.059	105	87	0.0	0.1	2.145	A
4 - Egley Road (N)	270	68	97	2187	0.124	270	244	0.1	0.1	1.877	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	64	16	286	1912	0.034	64	82	0.0	0.0	1.948	A
2 - Egley Road (S)	261	65	62	1533	0.170	261	288	0.2	0.2	2.829	A
3 - Mayford Green Road	105	26	236	1783	0.059	105	87	0.1	0.1	2.145	A
4 - Egley Road (N)	270	68	97	2187	0.124	270	245	0.1	0.1	1.877	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	53	13	233	1947	0.027	53	67	0.0	0.0	1.899	A
2 - Egley Road (S)	213	53	51	1540	0.138	213	235	0.2	0.2	2.716	A
3 - Mayford Green Road	86	22	193	1811	0.048	86	71	0.1	0.1	2.087	A
4 - Egley Road (N)	221	55	79	2199	0.100	221	200	0.1	0.1	1.818	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	44	11	195	1972	0.022	44	56	0.0	0.0	1.869	A
2 - Egley Road (S)	178	45	42	1544	0.116	179	197	0.2	0.1	2.635	A
3 - Mayford Green Road	72	18	162	1831	0.039	72	59	0.1	0.0	2.048	A
4 - Egley Road (N)	185	46	66	2208	0.084	185	167	0.1	0.1	1.778	A

2024, Weekend Pre-Game (Non-Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024	Weekend Pre-Game (Non-Matchday)	ONE HOUR	13:30	15:00	15	✓	Simple	D5*1.0668

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	323	100.000
2 - Egley Road (S)		ONE HOUR	✓	655	100.000
3 - Mayford Green Road		ONE HOUR	✓	336	100.000
4 - Egley Road (N)		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	122	134	67
	2 - Egley Road (S)	97	10	106	443
	3 - Mayford Green Road	125	99	1	111
	4 - Egley Road (N)	57	533	110	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	0	2
	2 - Egley Road (S)	0	0	3	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.23	3.06	0.3	A	297	445
2 - Egley Road (S)	0.53	5.63	1.1	A	601	902
3 - Mayford Green Road	0.25	3.19	0.3	A	308	463
4 - Egley Road (N)	0.39	2.99	0.6	A	647	971

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	243	61	570	1707	0.143	243	209	0.0	0.2	2.456	A
2 - Egley Road (S)	493	123	239	1424	0.346	491	574	0.0	0.5	3.850	A
3 - Mayford Green Road	253	63	466	1637	0.155	252	263	0.0	0.2	2.598	A
4 - Egley Road (N)	531	133	249	2062	0.257	529	470	0.0	0.3	2.346	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	681	1633	0.178	290	250	0.2	0.2	2.681	A
2 - Egley Road (S)	589	147	286	1397	0.422	588	686	0.5	0.7	4.445	A
3 - Mayford Green Road	302	76	558	1579	0.191	302	315	0.2	0.2	2.819	A
4 - Egley Road (N)	634	158	298	2028	0.313	633	562	0.3	0.5	2.581	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	356	89	834	1531	0.232	356	306	0.2	0.3	3.061	A
2 - Egley Road (S)	721	180	350	1360	0.530	720	840	0.7	1.1	5.606	A
3 - Mayford Green Road	370	92	683	1499	0.247	370	386	0.2	0.3	3.187	A
4 - Egley Road (N)	776	194	365	1982	0.392	776	688	0.5	0.6	2.982	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	356	89	835	1531	0.232	356	307	0.3	0.3	3.063	A
2 - Egley Road (S)	721	180	350	1360	0.530	721	841	1.1	1.1	5.634	A
3 - Mayford Green Road	370	92	685	1498	0.247	370	386	0.3	0.3	3.189	A
4 - Egley Road (N)	776	194	365	1982	0.392	776	689	0.6	0.6	2.985	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	683	1632	0.178	291	251	0.3	0.2	2.684	A
2 - Egley Road (S)	589	147	286	1397	0.422	590	687	1.1	0.7	4.472	A
3 - Mayford Green Road	302	76	560	1577	0.192	302	316	0.3	0.2	2.824	A
4 - Egley Road (N)	634	158	299	2028	0.313	635	564	0.6	0.5	2.585	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	243	61	572	1706	0.143	244	210	0.2	0.2	2.463	A
2 - Egley Road (S)	493	123	240	1424	0.346	494	576	0.7	0.5	3.877	A
3 - Mayford Green Road	253	63	469	1635	0.155	253	265	0.2	0.2	2.604	A
4 - Egley Road (N)	531	133	250	2061	0.258	531	472	0.5	0.3	2.354	A

2024, Weekend Post-Game (Non-Matchday)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024	Weekend Post-Game (Non-Matchday)	ONE HOUR	16:30	18:00	15	✓	Simple	D6*1.0668

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	255	100.000
2 - Egley Road (S)		ONE HOUR	✓	610	100.000
3 - Mayford Green Road		ONE HOUR	✓	260	100.000
4 - Egley Road (N)		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
1 - Guildford Road	2	89	107	58
2 - Egley Road (S)	100	4	85	420
3 - Mayford Green Road	121	75	1	64
4 - Egley Road (N)	65	419	83	6

Vehicle Mix

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Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	1	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.17	2.61	0.2	A	234	351
2 - Egley Road (S)	0.48	4.92	0.9	A	560	840
3 - Mayford Green Road	0.19	2.92	0.2	A	239	358
4 - Egley Road (N)	0.32	2.63	0.5	A	527	790

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	192	48	442	1798	0.107	191	216	0.0	0.1	2.241	A
2 - Egley Road (S)	459	115	193	1455	0.316	458	441	0.0	0.5	3.604	A
3 - Mayford Green Road	196	49	443	1651	0.119	195	207	0.0	0.1	2.473	A
4 - Egley Road (N)	432	108	227	2076	0.208	431	411	0.0	0.3	2.188	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	229	57	529	1740	0.132	229	259	0.1	0.2	2.382	A
2 - Egley Road (S)	549	137	231	1433	0.383	548	527	0.5	0.6	4.065	A
3 - Mayford Green Road	234	59	531	1596	0.147	234	248	0.1	0.2	2.643	A
4 - Egley Road (N)	516	129	272	2045	0.252	516	492	0.3	0.3	2.354	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	281	70	648	1661	0.169	281	317	0.2	0.2	2.608	A
2 - Egley Road (S)	672	168	283	1403	0.479	671	646	0.6	0.9	4.907	A
3 - Mayford Green Road	287	72	650	1520	0.189	286	304	0.2	0.2	2.917	A
4 - Egley Road (N)	632	158	333	2002	0.316	631	603	0.3	0.5	2.626	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	281	70	648	1660	0.169	281	317	0.2	0.2	2.608	A
2 - Egley Road (S)	672	168	283	1403	0.479	672	646	0.9	0.9	4.923	A
3 - Mayford Green Road	287	72	651	1519	0.189	287	304	0.2	0.2	2.919	A
4 - Egley Road (N)	632	158	334	2002	0.316	632	604	0.5	0.5	2.626	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	229	57	530	1739	0.132	229	259	0.2	0.2	2.384	A
2 - Egley Road (S)	549	137	231	1433	0.383	550	528	0.9	0.6	4.081	A
3 - Mayford Green Road	234	59	532	1595	0.147	234	249	0.2	0.2	2.646	A
4 - Egley Road (N)	516	129	273	2044	0.252	516	494	0.5	0.3	2.356	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	192	48	444	1797	0.107	192	217	0.2	0.1	2.243	A
2 - Egley Road (S)	459	115	194	1454	0.316	460	442	0.6	0.5	3.624	A
3 - Mayford Green Road	196	49	446	1650	0.119	196	208	0.2	0.1	2.478	A
4 - Egley Road (N)	432	108	228	2075	0.208	432	413	0.3	0.3	2.193	A

2024, Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓	Simple	D7*1.0668

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	331	100.000
2 - Egley Road (S)		ONE HOUR	✓	713	100.000
3 - Mayford Green Road		ONE HOUR	✓	350	100.000
4 - Egley Road (N)		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	123	139	69
	2 - Egley Road (S)	130	5	94	483
	3 - Mayford Green Road	139	79	1	131
	4 - Egley Road (N)	90	456	111	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	0	2
	2 - Egley Road (S)	0	0	2	1
	3 - Mayford Green Road	1	1	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.23	2.91	0.3	A	303	455
2 - Egley Road (S)	0.58	6.36	1.4	A	654	981
3 - Mayford Green Road	0.27	3.42	0.4	A	321	482
4 - Egley Road (N)	0.37	2.90	0.6	A	605	907

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	249	62	492	1752	0.142	248	269	0.0	0.2	2.392	A
2 - Egley Road (S)	536	134	243	1415	0.379	534	497	0.0	0.6	4.075	A
3 - Mayford Green Road	263	66	518	1592	0.165	263	259	0.0	0.2	2.706	A
4 - Egley Road (N)	496	124	266	2051	0.242	495	515	0.0	0.3	2.311	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	297	74	588	1688	0.176	297	322	0.2	0.2	2.588	A
2 - Egley Road (S)	641	160	290	1388	0.462	640	595	0.6	0.8	4.805	A
3 - Mayford Green Road	315	79	621	1527	0.206	314	309	0.2	0.3	2.968	A
4 - Egley Road (N)	593	148	318	2015	0.294	592	617	0.3	0.4	2.530	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	364	91	720	1601	0.228	364	394	0.2	0.3	2.911	A
2 - Egley Road (S)	785	196	356	1351	0.581	783	729	0.8	1.4	6.314	A
3 - Mayford Green Road	385	96	759	1439	0.268	385	379	0.3	0.4	3.413	A
4 - Egley Road (N)	726	181	389	1965	0.369	725	755	0.4	0.6	2.901	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	364	91	721	1600	0.228	364	395	0.3	0.3	2.912	A
2 - Egley Road (S)	785	196	356	1350	0.581	785	729	1.4	1.4	6.361	A
3 - Mayford Green Road	385	96	761	1438	0.268	385	379	0.4	0.4	3.419	A
4 - Egley Road (N)	726	181	390	1965	0.369	726	756	0.6	0.6	2.904	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	297	74	590	1687	0.176	298	323	0.3	0.2	2.590	A
2 - Egley Road (S)	641	160	291	1388	0.462	643	596	1.4	0.9	4.845	A
3 - Mayford Green Road	315	79	623	1525	0.206	315	310	0.4	0.3	2.977	A
4 - Egley Road (N)	593	148	319	2014	0.294	593	619	0.6	0.4	2.534	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	249	62	494	1751	0.142	249	270	0.2	0.2	2.397	A
2 - Egley Road (S)	536	134	244	1415	0.379	538	499	0.9	0.6	4.109	A
3 - Mayford Green Road	263	66	521	1590	0.166	264	260	0.3	0.2	2.714	A
4 - Egley Road (N)	496	124	267	2050	0.242	497	518	0.4	0.3	2.317	A

2024, Weekend Post-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓	Simple	D8*1.0668

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	369	100.000
2 - Egley Road (S)		ONE HOUR	✓	528	100.000
3 - Mayford Green Road		ONE HOUR	✓	256	100.000
4 - Egley Road (N)		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
1 - Guildford Road	0	131	183	54
2 - Egley Road (S)	100	4	64	360
3 - Mayford Green Road	118	66	0	71
4 - Egley Road (N)	58	458	108	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	5	1
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.25	2.94	0.3	A	339	508
2 - Egley Road (S)	0.44	4.81	0.8	A	485	727
3 - Mayford Green Road	0.18	2.80	0.2	A	235	352
4 - Egley Road (N)	0.34	2.69	0.5	A	575	862

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	278	69	480	1777	0.156	277	207	0.0	0.2	2.398	A
2 - Egley Road (S)	398	99	262	1399	0.284	396	495	0.0	0.4	3.577	A
3 - Mayford Green Road	193	48	391	1683	0.115	192	267	0.0	0.1	2.415	A
4 - Egley Road (N)	471	118	217	2096	0.225	470	367	0.0	0.3	2.214	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	332	83	574	1715	0.194	332	248	0.2	0.2	2.602	A
2 - Egley Road (S)	475	119	313	1370	0.347	474	592	0.4	0.5	4.017	A
3 - Mayford Green Road	230	58	468	1634	0.141	230	319	0.1	0.2	2.564	A
4 - Egley Road (N)	563	141	260	2066	0.272	563	439	0.3	0.4	2.394	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	406	102	703	1629	0.249	406	304	0.2	0.3	2.943	A
2 - Egley Road (S)	581	145	384	1330	0.437	580	725	0.5	0.8	4.800	A
3 - Mayford Green Road	282	70	573	1567	0.180	282	391	0.2	0.2	2.801	A
4 - Egley Road (N)	689	172	318	2026	0.340	689	537	0.4	0.5	2.691	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	406	102	704	1629	0.250	406	304	0.3	0.3	2.944	A
2 - Egley Road (S)	581	145	384	1329	0.437	581	726	0.8	0.8	4.812	A
3 - Mayford Green Road	282	70	574	1566	0.180	282	391	0.2	0.2	2.802	A
4 - Egley Road (N)	689	172	318	2026	0.340	689	538	0.5	0.5	2.693	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	332	83	575	1714	0.194	332	249	0.3	0.2	2.607	A
2 - Egley Road (S)	475	119	314	1369	0.347	476	593	0.8	0.5	4.032	A
3 - Mayford Green Road	230	58	470	1633	0.141	230	320	0.2	0.2	2.566	A
4 - Egley Road (N)	563	141	260	2066	0.273	564	440	0.5	0.4	2.396	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	278	69	481	1776	0.156	278	208	0.2	0.2	2.403	A
2 - Egley Road (S)	398	99	263	1399	0.284	398	497	0.5	0.4	3.599	A
3 - Mayford Green Road	193	48	393	1682	0.115	193	268	0.2	0.1	2.417	A
4 - Egley Road (N)	471	118	218	2095	0.225	472	368	0.4	0.3	2.219	A

2024 + Dev, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	6.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	576	100.000
2 - Egley Road (S)		ONE HOUR	✓	691	100.000
3 - Mayford Green Road		ONE HOUR	✓	670	100.000
4 - Egley Road (N)		ONE HOUR	✓	866	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	130	299	145
	2 - Egley Road (S)	107	2	133	449
	3 - Mayford Green Road	271	200	1	198
	4 - Egley Road (N)	120	525	210	11

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	3	1	2
	2 - Egley Road (S)	3	0	5	3
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	3	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.46	4.92	0.9	A	529	793
2 - Egley Road (S)	0.69	10.61	2.2	B	634	951
3 - Mayford Green Road	0.53	5.54	1.1	A	615	922
4 - Egley Road (N)	0.54	4.48	1.2	A	795	1192

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	434	108	712	1589	0.273	432	375	0.0	0.4	3.107	A
2 - Egley Road (S)	520	130	501	1233	0.422	517	643	0.0	0.7	5.013	A
3 - Mayford Green Road	504	126	536	1548	0.326	502	482	0.0	0.5	3.439	A
4 - Egley Road (N)	652	163	437	1901	0.343	650	602	0.0	0.5	2.873	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	518	129	852	1495	0.346	517	449	0.4	0.5	3.679	A
2 - Egley Road (S)	621	155	600	1177	0.528	620	770	0.7	1.1	6.446	A
3 - Mayford Green Road	602	151	642	1480	0.407	602	577	0.5	0.7	4.095	A
4 - Egley Road (N)	779	195	523	1840	0.423	778	720	0.5	0.7	3.383	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	634	159	1043	1367	0.464	633	549	0.5	0.9	4.892	A
2 - Egley Road (S)	761	190	734	1100	0.692	757	942	1.1	2.2	10.349	B
3 - Mayford Green Road	738	184	785	1389	0.531	736	706	0.7	1.1	5.497	A
4 - Egley Road (N)	953	238	640	1759	0.542	952	880	0.7	1.2	4.450	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	634	159	1045	1366	0.464	634	550	0.9	0.9	4.919	A
2 - Egley Road (S)	761	190	735	1099	0.692	761	944	2.2	2.2	10.613	B
3 - Mayford Green Road	738	184	788	1387	0.532	738	708	1.1	1.1	5.545	A
4 - Egley Road (N)	953	238	642	1758	0.542	953	884	1.2	1.2	4.476	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	518	129	855	1493	0.347	519	451	0.9	0.5	3.700	A
2 - Egley Road (S)	621	155	602	1175	0.529	625	772	2.2	1.1	6.596	A
3 - Mayford Green Road	602	151	647	1477	0.408	604	580	1.1	0.7	4.133	A
4 - Egley Road (N)	779	195	526	1839	0.423	780	726	1.2	0.7	3.406	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	434	108	715	1587	0.273	434	377	0.5	0.4	3.124	A
2 - Egley Road (S)	520	130	504	1231	0.423	522	646	1.1	0.7	5.087	A
3 - Mayford Green Road	504	126	541	1545	0.327	505	485	0.7	0.5	3.464	A
4 - Egley Road (N)	652	163	440	1899	0.343	653	606	0.7	0.5	2.892	A

2024 + Dev, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	6.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	472	100.000
2 - Egley Road (S)		ONE HOUR	✓	821	100.000
3 - Mayford Green Road		ONE HOUR	✓	404	100.000
4 - Egley Road (N)		ONE HOUR	✓	930	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
	1 - Guildford Road	0	124	235	113
	2 - Egley Road (S)	132	2	173	514
	3 - Mayford Green Road	187	93	0	124
	4 - Egley Road (N)	78	682	166	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	2
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.37	4.11	0.6	A	433	650
2 - Egley Road (S)	0.73	10.82	2.7	B	753	1130
3 - Mayford Green Road	0.32	3.85	0.5	A	371	556
4 - Egley Road (N)	0.53	4.03	1.1	A	853	1280

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	355	89	711	1617	0.220	354	298	0.0	0.3	2.847	A
2 - Egley Road (S)	618	155	389	1341	0.461	615	676	0.0	0.8	4.935	A
3 - Mayford Green Road	304	76	573	1548	0.196	303	430	0.0	0.2	2.891	A
4 - Egley Road (N)	700	175	310	2018	0.347	698	566	0.0	0.5	2.722	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	424	106	851	1524	0.278	424	356	0.3	0.4	3.272	A
2 - Egley Road (S)	738	185	465	1297	0.569	736	809	0.8	1.3	6.403	A
3 - Mayford Green Road	363	91	686	1477	0.246	363	515	0.2	0.3	3.230	A
4 - Egley Road (N)	836	209	372	1976	0.423	835	677	0.5	0.7	3.156	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	520	130	1041	1397	0.372	519	436	0.4	0.6	4.097	A
2 - Egley Road (S)	904	226	569	1236	0.731	899	990	1.3	2.6	10.497	B
3 - Mayford Green Road	445	111	838	1382	0.322	444	630	0.3	0.5	3.836	A
4 - Egley Road (N)	1024	256	455	1918	0.534	1022	828	0.7	1.1	4.012	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	520	130	1043	1396	0.372	520	437	0.6	0.6	4.108	A
2 - Egley Road (S)	904	226	570	1236	0.731	904	992	2.6	2.7	10.816	B
3 - Mayford Green Road	445	111	842	1379	0.322	445	632	0.5	0.5	3.851	A
4 - Egley Road (N)	1024	256	456	1917	0.534	1024	831	1.1	1.1	4.030	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	424	106	853	1522	0.279	425	358	0.6	0.4	3.282	A
2 - Egley Road (S)	738	185	467	1296	0.570	743	812	2.7	1.3	6.577	A
3 - Mayford Green Road	363	91	692	1474	0.246	364	518	0.5	0.3	3.247	A
4 - Egley Road (N)	836	209	373	1974	0.423	838	682	1.1	0.7	3.173	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	355	89	714	1615	0.220	356	299	0.4	0.3	2.858	A
2 - Egley Road (S)	618	155	390	1340	0.461	620	679	1.3	0.9	5.013	A
3 - Mayford Green Road	304	76	578	1546	0.197	304	433	0.3	0.2	2.900	A
4 - Egley Road (N)	700	175	312	2017	0.347	701	570	0.7	0.5	2.736	A

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	270	100.000
2 - Egley Road (S)		ONE HOUR	✓	581	100.000
3 - Mayford Green Road		ONE HOUR	✓	276	100.000
4 - Egley Road (N)		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	90	121	58
	2 - Egley Road (S)	128	0	71	382
	3 - Mayford Green Road	107	54	1	114
	4 - Egley Road (N)	99	433	141	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	1	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.18	2.73	0.2	A	248	372
2 - Egley Road (S)	0.47	5.00	0.9	A	533	800
3 - Mayford Green Road	0.20	2.93	0.2	A	253	380
4 - Egley Road (N)	0.37	2.83	0.6	A	620	930

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	203	51	475	1763	0.115	203	251	0.0	0.1	2.307	A
2 - Egley Road (S)	437	109	244	1426	0.307	436	433	0.0	0.4	3.630	A
3 - Mayford Green Road	208	52	429	1661	0.125	207	251	0.0	0.1	2.475	A
4 - Egley Road (N)	509	127	218	2086	0.244	508	418	0.0	0.3	2.278	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	243	61	568	1701	0.143	243	301	0.1	0.2	2.467	A
2 - Egley Road (S)	522	131	292	1398	0.374	522	518	0.4	0.6	4.106	A
3 - Mayford Green Road	248	62	514	1607	0.154	248	300	0.1	0.2	2.648	A
4 - Egley Road (N)	608	152	261	2056	0.296	607	500	0.3	0.4	2.484	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	297	74	695	1617	0.184	297	368	0.2	0.2	2.727	A
2 - Egley Road (S)	640	160	358	1360	0.470	639	635	0.6	0.9	4.982	A
3 - Mayford Green Road	304	76	629	1534	0.198	304	367	0.2	0.2	2.925	A
4 - Egley Road (N)	744	186	320	2016	0.369	744	612	0.4	0.6	2.828	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	297	74	696	1617	0.184	297	369	0.2	0.2	2.728	A
2 - Egley Road (S)	640	160	358	1360	0.470	640	635	0.9	0.9	4.999	A
3 - Mayford Green Road	304	76	630	1533	0.198	304	368	0.2	0.2	2.927	A
4 - Egley Road (N)	744	186	320	2015	0.369	744	613	0.6	0.6	2.831	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	243	61	569	1701	0.143	243	302	0.2	0.2	2.471	A
2 - Egley Road (S)	522	131	292	1398	0.374	523	519	0.9	0.6	4.124	A
3 - Mayford Green Road	248	62	515	1606	0.154	248	301	0.2	0.2	2.651	A
4 - Egley Road (N)	608	152	262	2056	0.296	608	502	0.6	0.4	2.489	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	203	51	476	1762	0.115	203	252	0.2	0.1	2.311	A
2 - Egley Road (S)	437	109	245	1425	0.307	438	435	0.6	0.4	3.648	A
3 - Mayford Green Road	208	52	431	1659	0.125	208	252	0.2	0.1	2.480	A
4 - Egley Road (N)	509	127	219	2085	0.244	509	420	0.4	0.3	2.284	A

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	157	100.000
2 - Egley Road (S)		ONE HOUR	✓	256	100.000
3 - Mayford Green Road		ONE HOUR	✓	102	100.000
4 - Egley Road (N)		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	69	78	10
	2 - Egley Road (S)	40	1	32	183
	3 - Mayford Green Road	39	26	1	36
	4 - Egley Road (N)	14	236	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	0
	2 - Egley Road (S)	0	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.09	2.12	0.1	A	144	216
2 - Egley Road (S)	0.19	3.00	0.2	A	235	352
3 - Mayford Green Road	0.06	2.17	0.1	A	94	140
4 - Egley Road (N)	0.15	1.95	0.2	A	273	410

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	118	30	234	1946	0.061	118	70	0.0	0.1	1.969	A
2 - Egley Road (S)	193	48	103	1510	0.128	192	249	0.0	0.1	2.731	A
3 - Mayford Green Road	77	19	176	1822	0.042	77	119	0.0	0.0	2.062	A
4 - Egley Road (N)	224	56	80	2198	0.102	224	172	0.0	0.1	1.822	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	141	35	280	1916	0.074	141	84	0.1	0.1	2.028	A
2 - Egley Road (S)	230	58	123	1498	0.154	230	298	0.1	0.2	2.838	A
3 - Mayford Green Road	92	23	210	1800	0.051	92	143	0.0	0.1	2.107	A
4 - Egley Road (N)	268	67	96	2187	0.122	268	206	0.1	0.1	1.874	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	173	43	343	1874	0.092	173	102	0.1	0.1	2.116	A
2 - Egley Road (S)	282	70	151	1482	0.190	282	365	0.2	0.2	2.998	A
3 - Mayford Green Road	112	28	257	1770	0.063	112	175	0.1	0.1	2.171	A
4 - Egley Road (N)	328	82	118	2172	0.151	328	252	0.1	0.2	1.951	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	173	43	344	1874	0.092	173	102	0.1	0.1	2.116	A
2 - Egley Road (S)	282	70	151	1482	0.190	282	366	0.2	0.2	2.998	A
3 - Mayford Green Road	112	28	258	1770	0.063	112	175	0.1	0.1	2.171	A
4 - Egley Road (N)	328	82	118	2172	0.151	328	252	0.2	0.2	1.951	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	141	35	281	1915	0.074	141	84	0.1	0.1	2.028	A
2 - Egley Road (S)	230	58	123	1498	0.154	230	299	0.2	0.2	2.839	A
3 - Mayford Green Road	92	23	211	1800	0.051	92	143	0.1	0.1	2.107	A
4 - Egley Road (N)	268	67	96	2187	0.122	268	206	0.2	0.1	1.877	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	118	30	235	1946	0.061	118	70	0.1	0.1	1.969	A
2 - Egley Road (S)	193	48	103	1509	0.128	193	250	0.2	0.1	2.736	A
3 - Mayford Green Road	77	19	176	1821	0.042	77	120	0.1	0.0	2.063	A
4 - Egley Road (N)	224	56	81	2198	0.102	224	173	0.1	0.1	1.825	A

2024 + Dev (4,000), Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	326	100.000
2 - Egley Road (S)		ONE HOUR	✓	709	100.000
3 - Mayford Green Road		ONE HOUR	✓	362	100.000
4 - Egley Road (N)		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	122	135	69
	2 - Egley Road (S)	117	10	106	476
	3 - Mayford Green Road	134	99	1	128
	4 - Egley Road (N)	84	534	111	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	0	2
	2 - Egley Road (S)	0	0	2	1
	3 - Mayford Green Road	1	1	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.24	3.09	0.3	A	299	449
2 - Egley Road (S)	0.58	6.31	1.4	A	651	976
3 - Mayford Green Road	0.28	3.43	0.4	A	332	498
4 - Egley Road (N)	0.41	3.13	0.7	A	674	1010

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	571	1700	0.144	245	251	0.0	0.2	2.473	A
2 - Egley Road (S)	534	133	241	1416	0.377	531	574	0.0	0.6	4.060	A
3 - Mayford Green Road	273	68	507	1598	0.171	272	265	0.0	0.2	2.712	A
4 - Egley Road (N)	553	138	271	2047	0.270	551	508	0.0	0.4	2.404	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	293	73	683	1625	0.180	293	301	0.2	0.2	2.701	A
2 - Egley Road (S)	637	159	288	1389	0.459	636	687	0.6	0.8	4.779	A
3 - Mayford Green Road	325	81	608	1535	0.212	325	317	0.2	0.3	2.976	A
4 - Egley Road (N)	660	165	324	2010	0.328	659	609	0.4	0.5	2.665	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	359	90	836	1524	0.236	359	368	0.2	0.3	3.089	A
2 - Egley Road (S)	781	195	353	1352	0.578	779	841	0.8	1.3	6.259	A
3 - Mayford Green Road	399	100	744	1449	0.275	398	388	0.3	0.4	3.425	A
4 - Egley Road (N)	808	202	397	1960	0.412	807	745	0.5	0.7	3.122	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	359	90	837	1523	0.236	359	369	0.3	0.3	3.091	A
2 - Egley Road (S)	781	195	353	1351	0.578	781	842	1.3	1.4	6.305	A
3 - Mayford Green Road	399	100	745	1447	0.275	399	389	0.4	0.4	3.431	A
4 - Egley Road (N)	808	202	397	1959	0.412	808	746	0.7	0.7	3.126	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	293	73	684	1624	0.180	293	302	0.3	0.2	2.707	A
2 - Egley Road (S)	637	159	289	1388	0.459	639	689	1.4	0.9	4.818	A
3 - Mayford Green Road	325	81	610	1533	0.212	326	318	0.4	0.3	2.982	A
4 - Egley Road (N)	660	165	325	2010	0.328	661	611	0.7	0.5	2.669	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	573	1698	0.145	246	253	0.2	0.2	2.478	A
2 - Egley Road (S)	534	133	242	1415	0.377	535	576	0.9	0.6	4.094	A
3 - Mayford Green Road	273	68	511	1596	0.171	273	266	0.3	0.2	2.721	A
4 - Egley Road (N)	553	138	272	2046	0.270	553	511	0.5	0.4	2.410	A

2024 + Dev (4,000), Weekend Post-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	356	100.000
2 - Egley Road (S)		ONE HOUR	✓	624	100.000
3 - Mayford Green Road		ONE HOUR	✓	266	100.000
4 - Egley Road (N)		ONE HOUR	✓	625	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	129	167	58
	2 - Egley Road (S)	114	4	85	421
	3 - Mayford Green Road	120	75	1	70
	4 - Egley Road (N)	65	451	103	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	5	1
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.24	2.91	0.3	A	327	490
2 - Egley Road (S)	0.51	5.55	1.1	A	573	859
3 - Mayford Green Road	0.19	2.96	0.2	A	244	366
4 - Egley Road (N)	0.34	2.73	0.5	A	574	860

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	268	67	481	1776	0.151	267	226	0.0	0.2	2.384	A
2 - Egley Road (S)	470	117	253	1403	0.335	468	495	0.0	0.5	3.841	A
3 - Mayford Green Road	200	50	454	1643	0.122	200	267	0.0	0.1	2.494	A
4 - Egley Road (N)	471	118	237	2082	0.226	469	416	0.0	0.3	2.232	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	320	80	575	1714	0.187	320	270	0.2	0.2	2.582	A
2 - Egley Road (S)	561	140	303	1375	0.408	560	592	0.5	0.7	4.416	A
3 - Mayford Green Road	239	60	543	1586	0.151	239	320	0.1	0.2	2.672	A
4 - Egley Road (N)	562	140	284	2049	0.274	562	498	0.3	0.4	2.420	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	392	98	704	1628	0.241	392	331	0.2	0.3	2.912	A
2 - Egley Road (S)	687	172	371	1336	0.514	686	725	0.7	1.0	5.522	A
3 - Mayford Green Road	293	73	665	1508	0.194	293	392	0.2	0.2	2.961	A
4 - Egley Road (N)	688	172	347	2005	0.343	688	610	0.4	0.5	2.731	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	392	98	705	1627	0.241	392	331	0.3	0.3	2.913	A
2 - Egley Road (S)	687	172	371	1336	0.514	687	726	1.0	1.1	5.548	A
3 - Mayford Green Road	293	73	666	1507	0.194	293	392	0.2	0.2	2.963	A
4 - Egley Road (N)	688	172	348	2005	0.343	688	611	0.5	0.5	2.733	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	320	80	576	1713	0.187	320	271	0.3	0.2	2.587	A
2 - Egley Road (S)	561	140	303	1375	0.408	562	593	1.1	0.7	4.440	A
3 - Mayford Green Road	239	60	545	1585	0.151	239	320	0.2	0.2	2.677	A
4 - Egley Road (N)	562	140	285	2049	0.274	562	500	0.5	0.4	2.422	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	268	67	482	1775	0.151	268	227	0.2	0.2	2.390	A
2 - Egley Road (S)	470	117	254	1403	0.335	471	497	0.7	0.5	3.864	A
3 - Mayford Green Road	200	50	456	1642	0.122	200	268	0.2	0.1	2.497	A
4 - Egley Road (N)	471	118	238	2081	0.226	471	418	0.4	0.3	2.237	A

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	273	100.000
2 - Egley Road (S)		ONE HOUR	✓	603	100.000
3 - Mayford Green Road		ONE HOUR	✓	288	100.000
4 - Egley Road (N)		ONE HOUR	✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	91	122	59
	2 - Egley Road (S)	138	0	71	394
	3 - Mayford Green Road	112	54	1	121
	4 - Egley Road (N)	109	433	142	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	1	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.19	2.74	0.2	A	251	376
2 - Egley Road (S)	0.49	5.19	1.0	A	553	830
3 - Mayford Green Road	0.21	3.00	0.3	A	264	396
4 - Egley Road (N)	0.38	2.88	0.6	A	630	946

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	206	51	475	1762	0.117	205	270	0.0	0.1	2.311	A
2 - Egley Road (S)	454	113	246	1424	0.319	452	434	0.0	0.5	3.697	A
3 - Mayford Green Road	217	54	446	1650	0.131	216	252	0.0	0.2	2.509	A
4 - Egley Road (N)	517	129	230	2078	0.249	516	433	0.0	0.3	2.302	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	569	1701	0.144	245	323	0.1	0.2	2.473	A
2 - Egley Road (S)	542	136	295	1396	0.388	541	519	0.5	0.6	4.211	A
3 - Mayford Green Road	259	65	534	1594	0.162	259	302	0.2	0.2	2.695	A
4 - Egley Road (N)	618	154	275	2047	0.302	617	518	0.3	0.4	2.518	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	301	75	696	1616	0.186	300	396	0.2	0.2	2.735	A
2 - Egley Road (S)	664	166	361	1358	0.489	663	636	0.6	0.9	5.167	A
3 - Mayford Green Road	317	79	654	1518	0.209	317	370	0.2	0.3	2.996	A
4 - Egley Road (N)	756	189	336	2004	0.377	756	634	0.4	0.6	2.882	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	301	75	697	1616	0.186	301	396	0.2	0.2	2.736	A
2 - Egley Road (S)	664	166	361	1358	0.489	664	636	0.9	1.0	5.186	A
3 - Mayford Green Road	317	79	655	1517	0.209	317	370	0.3	0.3	2.998	A
4 - Egley Road (N)	756	189	337	2004	0.377	756	635	0.6	0.6	2.884	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	570	1700	0.144	246	324	0.2	0.2	2.477	A
2 - Egley Road (S)	542	136	295	1396	0.388	543	520	1.0	0.6	4.227	A
3 - Mayford Green Road	259	65	536	1593	0.163	259	302	0.3	0.2	2.701	A
4 - Egley Road (N)	618	154	276	2046	0.302	618	520	0.6	0.4	2.521	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	206	51	477	1761	0.117	206	271	0.2	0.1	2.315	A
2 - Egley Road (S)	454	113	247	1424	0.319	455	435	0.6	0.5	3.718	A
3 - Mayford Green Road	217	54	449	1648	0.132	217	253	0.2	0.2	2.514	A
4 - Egley Road (N)	517	129	231	2077	0.249	518	435	0.4	0.3	2.310	A

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	194	100.000
2 - Egley Road (S)		ONE HOUR	✓	256	100.000
3 - Mayford Green Road		ONE HOUR	✓	104	100.000
4 - Egley Road (N)		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	82	102	10
	2 - Egley Road (S)	40	1	32	183
	3 - Mayford Green Road	39	26	1	38
	4 - Egley Road (N)	14	247	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	0
	2 - Egley Road (S)	0	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.11	2.19	0.1	A	178	267
2 - Egley Road (S)	0.19	3.05	0.2	A	235	352
3 - Mayford Green Road	0.06	2.17	0.1	A	95	143
4 - Egley Road (N)	0.16	1.97	0.2	A	290	435

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	146	37	248	1937	0.075	146	70	0.0	0.1	2.009	A
2 - Egley Road (S)	193	48	126	1496	0.129	192	267	0.0	0.1	2.759	A
3 - Mayford Green Road	78	20	176	1822	0.043	78	143	0.0	0.0	2.064	A
4 - Egley Road (N)	238	59	80	2198	0.108	237	173	0.0	0.1	1.835	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	174	44	297	1905	0.092	174	84	0.1	0.1	2.080	A
2 - Egley Road (S)	230	58	151	1482	0.155	230	320	0.1	0.2	2.875	A
3 - Mayford Green Road	93	23	210	1800	0.052	93	171	0.0	0.1	2.109	A
4 - Egley Road (N)	284	71	96	2187	0.130	284	208	0.1	0.1	1.890	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	214	53	363	1860	0.115	213	102	0.1	0.1	2.185	A
2 - Egley Road (S)	282	70	185	1462	0.193	282	392	0.2	0.2	3.048	A
3 - Mayford Green Road	115	29	257	1770	0.065	114	209	0.1	0.1	2.174	A
4 - Egley Road (N)	348	87	118	2172	0.160	348	254	0.1	0.2	1.972	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	214	53	363	1860	0.115	214	102	0.1	0.1	2.185	A
2 - Egley Road (S)	282	70	185	1462	0.193	282	392	0.2	0.2	3.048	A
3 - Mayford Green Road	115	29	258	1770	0.065	115	209	0.1	0.1	2.174	A
4 - Egley Road (N)	348	87	118	2172	0.160	348	254	0.2	0.2	1.972	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	174	44	297	1905	0.092	175	84	0.1	0.1	2.080	A
2 - Egley Road (S)	230	58	151	1482	0.155	230	320	0.2	0.2	2.878	A
3 - Mayford Green Road	93	23	211	1800	0.052	94	171	0.1	0.1	2.111	A
4 - Egley Road (N)	284	71	96	2187	0.130	284	208	0.2	0.1	1.893	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	146	37	249	1937	0.075	146	70	0.1	0.1	2.010	A
2 - Egley Road (S)	193	48	127	1496	0.129	193	268	0.2	0.1	2.762	A
3 - Mayford Green Road	78	20	176	1821	0.043	78	143	0.1	0.0	2.066	A
4 - Egley Road (N)	238	59	81	2198	0.108	238	174	0.1	0.1	1.835	A

2024 + Dev (5,500), Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	4.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	329	100.000
2 - Egley Road (S)		ONE HOUR	✓	731	100.000
3 - Mayford Green Road		ONE HOUR	✓	372	100.000
4 - Egley Road (N)		ONE HOUR	✓	744	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	123	136	70
	2 - Egley Road (S)	127	10	106	488
	3 - Mayford Green Road	138	99	1	134
	4 - Egley Road (N)	94	534	111	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	0	2
	2 - Egley Road (S)	0	0	2	1
	3 - Mayford Green Road	1	1	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.24	3.10	0.3	A	302	453
2 - Egley Road (S)	0.60	6.60	1.5	A	671	1006
3 - Mayford Green Road	0.29	3.52	0.4	A	341	512
4 - Egley Road (N)	0.42	3.19	0.7	A	683	1024

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	248	62	571	1700	0.146	247	269	0.0	0.2	2.477	A
2 - Egley Road (S)	550	138	243	1415	0.389	548	575	0.0	0.6	4.139	A
3 - Mayford Green Road	280	70	525	1588	0.176	279	266	0.0	0.2	2.750	A
4 - Egley Road (N)	560	140	281	2040	0.275	559	523	0.0	0.4	2.428	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	296	74	683	1625	0.182	296	322	0.2	0.2	2.707	A
2 - Egley Road (S)	657	164	290	1388	0.474	656	688	0.6	0.9	4.912	A
3 - Mayford Green Road	334	84	628	1522	0.220	334	318	0.2	0.3	3.031	A
4 - Egley Road (N)	669	167	337	2002	0.334	668	626	0.4	0.5	2.700	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	362	91	836	1524	0.238	362	395	0.2	0.3	3.098	A
2 - Egley Road (S)	805	201	355	1351	0.596	803	842	0.9	1.4	6.544	A
3 - Mayford Green Road	410	102	769	1433	0.286	409	389	0.3	0.4	3.515	A
4 - Egley Road (N)	819	205	412	1949	0.420	818	766	0.5	0.7	3.179	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	362	91	837	1523	0.238	362	395	0.3	0.3	3.100	A
2 - Egley Road (S)	805	201	356	1350	0.596	805	843	1.4	1.5	6.598	A
3 - Mayford Green Road	410	102	771	1431	0.286	410	390	0.4	0.4	3.522	A
4 - Egley Road (N)	819	205	413	1949	0.420	819	767	0.7	0.7	3.186	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	296	74	684	1624	0.182	296	323	0.3	0.2	2.710	A
2 - Egley Road (S)	657	164	291	1388	0.474	659	690	1.5	0.9	4.960	A
3 - Mayford Green Road	334	84	631	1520	0.220	335	319	0.4	0.3	3.040	A
4 - Egley Road (N)	669	167	338	2001	0.334	670	628	0.7	0.5	2.707	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	248	62	573	1698	0.146	248	271	0.2	0.2	2.484	A
2 - Egley Road (S)	550	138	243	1415	0.389	551	577	0.9	0.6	4.175	A
3 - Mayford Green Road	280	70	528	1586	0.177	280	267	0.3	0.2	2.760	A
4 - Egley Road (N)	560	140	283	2039	0.275	561	526	0.5	0.4	2.437	A

2024 + Dev (5,500), Weekend Post-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	392	100.000
2 - Egley Road (S)		ONE HOUR	✓	624	100.000
3 - Mayford Green Road		ONE HOUR	✓	268	100.000
4 - Egley Road (N)		ONE HOUR	✓	645	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	142	190	58
	2 - Egley Road (S)	114	4	85	421
	3 - Mayford Green Road	120	75	1	72
	4 - Egley Road (N)	65	463	111	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	5	1
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.27	3.05	0.4	A	360	540
2 - Egley Road (S)	0.52	5.72	1.1	A	573	859
3 - Mayford Green Road	0.20	2.97	0.2	A	246	369
4 - Egley Road (N)	0.35	2.78	0.5	A	592	888

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	295	74	496	1767	0.167	294	226	0.0	0.2	2.444	A
2 - Egley Road (S)	470	117	276	1390	0.338	468	514	0.0	0.5	3.895	A
3 - Mayford Green Road	202	50	454	1643	0.123	201	290	0.0	0.1	2.496	A
4 - Egley Road (N)	486	121	237	2082	0.233	484	418	0.0	0.3	2.253	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	352	88	593	1702	0.207	352	270	0.2	0.3	2.666	A
2 - Egley Road (S)	561	140	331	1359	0.413	560	615	0.5	0.7	4.503	A
3 - Mayford Green Road	241	60	543	1586	0.152	241	348	0.1	0.2	2.675	A
4 - Egley Road (N)	580	145	284	2049	0.283	579	500	0.3	0.4	2.449	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	432	108	726	1614	0.267	431	331	0.3	0.4	3.044	A
2 - Egley Road (S)	687	172	405	1317	0.522	686	752	0.7	1.1	5.690	A
3 - Mayford Green Road	295	74	665	1508	0.196	295	426	0.2	0.2	2.966	A
4 - Egley Road (N)	710	178	347	2005	0.354	710	612	0.4	0.5	2.777	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	432	108	727	1613	0.268	432	331	0.4	0.4	3.045	A
2 - Egley Road (S)	687	172	405	1316	0.522	687	753	1.1	1.1	5.719	A
3 - Mayford Green Road	295	74	666	1507	0.196	295	426	0.2	0.2	2.968	A
4 - Egley Road (N)	710	178	348	2005	0.354	710	613	0.5	0.5	2.780	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	352	88	594	1701	0.207	353	271	0.4	0.3	2.671	A
2 - Egley Road (S)	561	140	331	1359	0.413	562	616	1.1	0.7	4.531	A
3 - Mayford Green Road	241	60	545	1585	0.152	241	348	0.2	0.2	2.679	A
4 - Egley Road (N)	580	145	285	2049	0.283	580	502	0.5	0.4	2.452	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	295	74	497	1766	0.167	295	227	0.3	0.2	2.450	A
2 - Egley Road (S)	470	117	277	1389	0.338	471	515	0.7	0.5	3.922	A
3 - Mayford Green Road	202	50	456	1642	0.123	202	292	0.2	0.1	2.500	A
4 - Egley Road (N)	486	121	238	2081	0.233	486	420	0.4	0.3	2.259	A

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	ONE HOUR	18:30	20:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	279	100.000
2 - Egley Road (S)		ONE HOUR	✓	664	100.000
3 - Mayford Green Road		ONE HOUR	✓	315	100.000
4 - Egley Road (N)		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	91	126	61
	2 - Egley Road (S)	165	0	71	428
	3 - Mayford Green Road	123	54	1	137
	4 - Egley Road (N)	137	433	142	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	1	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.19	2.75	0.2	A	256	384
2 - Egley Road (S)	0.54	5.78	1.2	A	609	914
3 - Mayford Green Road	0.24	3.19	0.3	A	289	434
4 - Egley Road (N)	0.40	3.03	0.7	A	656	984

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	210	53	475	1762	0.119	210	320	0.0	0.1	2.318	A
2 - Egley Road (S)	500	125	251	1422	0.352	498	434	0.0	0.5	3.887	A
3 - Mayford Green Road	237	59	493	1620	0.146	236	255	0.0	0.2	2.600	A
4 - Egley Road (N)	538	135	258	2058	0.262	537	472	0.0	0.4	2.364	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	251	63	569	1701	0.147	251	383	0.1	0.2	2.482	A
2 - Egley Road (S)	597	149	300	1393	0.428	596	519	0.5	0.7	4.510	A
3 - Mayford Green Road	283	71	591	1558	0.182	283	305	0.2	0.2	2.822	A
4 - Egley Road (N)	643	161	309	2023	0.318	642	565	0.4	0.5	2.607	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	307	77	696	1616	0.190	307	468	0.2	0.2	2.749	A
2 - Egley Road (S)	731	183	367	1354	0.540	729	636	0.7	1.2	5.745	A
3 - Mayford Green Road	347	87	723	1474	0.235	346	374	0.2	0.3	3.192	A
4 - Egley Road (N)	787	197	378	1975	0.399	786	691	0.5	0.7	3.027	A

19:15 - 19:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	307	77	697	1616	0.190	307	469	0.2	0.2	2.750	A
2 - Egley Road (S)	731	183	368	1354	0.540	731	636	1.2	1.2	5.776	A
3 - Mayford Green Road	347	87	724	1473	0.235	347	374	0.3	0.3	3.194	A
4 - Egley Road (N)	787	197	379	1975	0.399	787	693	0.7	0.7	3.030	A

19:30 - 19:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	251	63	570	1700	0.148	251	384	0.2	0.2	2.486	A
2 - Egley Road (S)	597	149	301	1393	0.428	599	520	1.2	0.8	4.539	A
3 - Mayford Green Road	283	71	593	1557	0.182	284	306	0.3	0.2	2.829	A
4 - Egley Road (N)	643	161	310	2023	0.318	644	567	0.7	0.5	2.613	A

19:45 - 20:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	210	53	477	1761	0.119	210	321	0.2	0.1	2.320	A
2 - Egley Road (S)	500	125	252	1421	0.352	501	436	0.8	0.5	3.913	A
3 - Mayford Green Road	237	59	496	1618	0.147	237	256	0.2	0.2	2.608	A
4 - Egley Road (N)	538	135	259	2057	0.262	539	474	0.5	0.4	2.372	A

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	ONE HOUR	21:15	22:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	292	100.000
2 - Egley Road (S)		ONE HOUR	✓	256	100.000
3 - Mayford Green Road		ONE HOUR	✓	110	100.000
4 - Egley Road (N)		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	117	165	10
	2 - Egley Road (S)	40	1	32	183
	3 - Mayford Green Road	39	26	1	44
	4 - Egley Road (N)	14	279	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	0
	2 - Egley Road (S)	0	0	0	0
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.18	2.40	0.2	A	268	402
2 - Egley Road (S)	0.20	3.19	0.2	A	235	352
3 - Mayford Green Road	0.07	2.18	0.1	A	101	151
4 - Egley Road (N)	0.19	2.04	0.2	A	338	507

Main Results for each time segment

21:15 - 21:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	220	55	287	1911	0.115	219	70	0.0	0.1	2.128	A
2 - Egley Road (S)	193	48	189	1460	0.132	192	318	0.0	0.2	2.837	A
3 - Mayford Green Road	83	21	176	1822	0.045	83	205	0.0	0.0	2.069	A
4 - Egley Road (N)	277	69	80	2198	0.126	276	178	0.0	0.1	1.872	A

21:30 - 21:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	263	66	343	1874	0.140	262	84	0.1	0.2	2.233	A
2 - Egley Road (S)	230	58	226	1439	0.160	230	380	0.2	0.2	2.977	A
3 - Mayford Green Road	99	25	210	1800	0.055	99	245	0.0	0.1	2.116	A
4 - Egley Road (N)	331	83	96	2187	0.151	331	213	0.1	0.2	1.938	A

21:45 - 22:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	321	80	420	1822	0.176	321	102	0.2	0.2	2.398	A
2 - Egley Road (S)	282	70	276	1410	0.200	282	465	0.2	0.2	3.190	A
3 - Mayford Green Road	121	30	257	1770	0.068	121	300	0.1	0.1	2.182	A
4 - Egley Road (N)	405	101	118	2172	0.187	405	261	0.2	0.2	2.036	A

22:00 - 22:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	321	80	421	1822	0.176	321	102	0.2	0.2	2.398	A
2 - Egley Road (S)	282	70	276	1410	0.200	282	466	0.2	0.2	3.190	A
3 - Mayford Green Road	121	30	258	1770	0.068	121	301	0.1	0.1	2.183	A
4 - Egley Road (N)	405	101	118	2172	0.187	405	261	0.2	0.2	2.036	A

22:15 - 22:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	263	66	344	1873	0.140	263	84	0.2	0.2	2.236	A
2 - Egley Road (S)	230	58	226	1439	0.160	230	381	0.2	0.2	2.978	A
3 - Mayford Green Road	99	25	211	1800	0.055	99	246	0.1	0.1	2.118	A
4 - Egley Road (N)	331	83	96	2187	0.151	331	213	0.2	0.2	1.939	A

22:30 - 22:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	220	55	288	1911	0.115	220	70	0.2	0.1	2.130	A
2 - Egley Road (S)	193	48	189	1460	0.132	193	319	0.2	0.2	2.843	A
3 - Mayford Green Road	83	21	176	1821	0.045	83	206	0.1	0.0	2.070	A
4 - Egley Road (N)	277	69	81	2198	0.126	277	179	0.2	0.1	1.873	A

2024 + Dev (9,500), Weekend Pre-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	4.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre-Game	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	335	100.000
2 - Egley Road (S)		ONE HOUR	✓	792	100.000
3 - Mayford Green Road		ONE HOUR	✓	400	100.000
4 - Egley Road (N)		ONE HOUR	✓	772	100.000

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	124	140	71
	2 - Egley Road (S)	154	10	106	522
	3 - Mayford Green Road	150	99	1	150
	4 - Egley Road (N)	121	534	112	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	0	2
	2 - Egley Road (S)	0	0	2	1
	3 - Mayford Green Road	1	1	0	0
	4 - Egley Road (N)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.24	3.12	0.3	A	307	461
2 - Egley Road (S)	0.65	7.57	1.8	A	727	1090
3 - Mayford Green Road	0.32	3.80	0.5	A	367	551
4 - Egley Road (N)	0.44	3.37	0.8	A	708	1063

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	252	63	571	1699	0.148	252	319	0.0	0.2	2.485	A
2 - Egley Road (S)	596	149	247	1413	0.422	593	576	0.0	0.7	4.378	A
3 - Mayford Green Road	301	75	571	1559	0.193	300	269	0.0	0.2	2.860	A
4 - Egley Road (N)	581	145	310	2020	0.288	580	561	0.0	0.4	2.498	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	301	75	684	1625	0.185	301	382	0.2	0.2	2.719	A
2 - Egley Road (S)	712	178	296	1385	0.514	711	689	0.7	1.0	5.328	A
3 - Mayford Green Road	360	90	684	1487	0.242	359	322	0.2	0.3	3.192	A
4 - Egley Road (N)	694	174	372	1977	0.351	693	671	0.4	0.5	2.802	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	837	1523	0.242	368	467	0.2	0.3	3.117	A
2 - Egley Road (S)	872	218	362	1347	0.647	869	843	1.0	1.8	7.479	A
3 - Mayford Green Road	440	110	836	1390	0.317	440	395	0.3	0.5	3.786	A
4 - Egley Road (N)	850	212	455	1919	0.443	849	821	0.5	0.8	3.360	A

14:15 - 14:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	838	1523	0.242	369	468	0.3	0.3	3.119	A
2 - Egley Road (S)	872	218	362	1347	0.647	872	844	1.8	1.8	7.575	A
3 - Mayford Green Road	440	110	839	1388	0.317	440	395	0.5	0.5	3.796	A
4 - Egley Road (N)	850	212	456	1919	0.443	850	824	0.8	0.8	3.367	A

14:30 - 14:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	301	75	685	1624	0.185	302	383	0.3	0.2	2.722	A
2 - Egley Road (S)	712	178	296	1385	0.514	715	691	1.8	1.1	5.399	A
3 - Mayford Green Road	360	90	688	1484	0.242	360	323	0.5	0.3	3.202	A
4 - Egley Road (N)	694	174	373	1976	0.351	695	675	0.8	0.5	2.813	A

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	252	63	573	1698	0.149	252	320	0.2	0.2	2.492	A
2 - Egley Road (S)	596	149	248	1412	0.422	598	578	1.1	0.7	4.424	A
3 - Mayford Green Road	301	75	575	1556	0.194	301	271	0.3	0.2	2.871	A
4 - Egley Road (N)	581	145	312	2019	0.288	582	564	0.5	0.4	2.507	A

2024 + Dev (9,500), Weekend Post-Game

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	4.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post-Game	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Guildford Road		ONE HOUR	✓	490	100.000
2 - Egley Road (S)		ONE HOUR	✓	624	100.000
3 - Mayford Green Road		ONE HOUR	✓	275	100.000
4 - Egley Road (N)		ONE HOUR	✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
	1 - Guildford Road	2	177	253	58
	2 - Egley Road (S)	114	4	85	421
	3 - Mayford Green Road	120	75	1	79
	4 - Egley Road (N)	65	494	131	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	5	1
	3 - Mayford Green Road	0	0	0	0
	4 - Egley Road (N)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.34	3.47	0.5	A	450	674
2 - Egley Road (S)	0.54	6.23	1.2	A	573	859
3 - Mayford Green Road	0.20	2.99	0.3	A	252	379
4 - Egley Road (N)	0.38	2.91	0.6	A	639	958

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	534	1742	0.212	368	226	0.0	0.3	2.619	A
2 - Egley Road (S)	470	117	339	1355	0.347	468	563	0.0	0.5	4.049	A
3 - Mayford Green Road	207	52	454	1643	0.126	206	353	0.0	0.1	2.504	A
4 - Egley Road (N)	524	131	237	2081	0.252	523	423	0.0	0.3	2.307	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	440	110	639	1673	0.263	440	270	0.3	0.4	2.921	A
2 - Egley Road (S)	561	140	405	1317	0.426	560	674	0.5	0.7	4.754	A
3 - Mayford Green Road	247	62	543	1586	0.156	247	422	0.1	0.2	2.688	A
4 - Egley Road (N)	626	156	284	2049	0.305	625	506	0.3	0.4	2.528	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	539	135	782	1577	0.342	539	331	0.4	0.5	3.465	A
2 - Egley Road (S)	687	172	496	1265	0.543	685	825	0.7	1.2	6.194	A
3 - Mayford Green Road	303	76	665	1508	0.201	303	517	0.2	0.3	2.985	A
4 - Egley Road (N)	766	192	347	2005	0.382	766	620	0.4	0.6	2.903	A

17:15 - 17:30

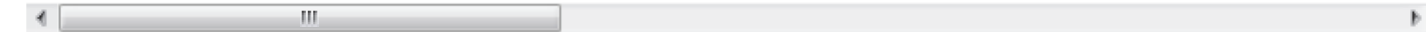
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	539	135	783	1577	0.342	539	331	0.5	0.5	3.469	A
2 - Egley Road (S)	687	172	497	1264	0.543	687	826	1.2	1.2	6.234	A
3 - Mayford Green Road	303	76	666	1507	0.201	303	517	0.3	0.3	2.987	A
4 - Egley Road (N)	766	192	348	2005	0.382	766	621	0.6	0.6	2.906	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	440	110	640	1672	0.263	441	271	0.5	0.4	2.928	A
2 - Egley Road (S)	561	140	406	1316	0.426	563	675	1.2	0.7	4.788	A
3 - Mayford Green Road	247	62	545	1585	0.156	247	423	0.3	0.2	2.692	A
4 - Egley Road (N)	626	156	285	2049	0.305	626	508	0.6	0.4	2.532	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	369	92	536	1741	0.212	369	227	0.4	0.3	2.626	A
2 - Egley Road (S)	470	117	340	1354	0.347	471	565	0.7	0.5	4.081	A
3 - Mayford Green Road	207	52	456	1642	0.126	207	354	0.2	0.1	2.511	A
4 - Egley Road (N)	524	131	238	2081	0.252	524	425	0.4	0.3	2.313	A



APPENDIX Z

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191024 (AM Peak).j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 13:57:40

- »2019, Weekday AM
- »2024, Weekday AM
- »2024 + Dev, Weekday AM

Summary of junction performance

Weekday AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D1	1.5	10.54	0.60	B
Stream C-AB		0.0	0.00	0.00	A
2024					
Stream B-AC	D9	1.8	11.71	0.64	B
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev					
Stream B-AC	D17	1.7	11.48	0.63	B
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		190

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	515	100.000
C - Kingfield Road		FLAT	✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	71	0	444
	C - Kingfield Road	933	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	2
	B - Claremont Avenue	0	0	2
	C - Kingfield Road	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	0.60	10.54	1.5	B	515	773
C-AB	0.00	0.00	0.0	A	0	0
C-A					933	1400
AB					0	0
AC					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	509	0.0	1.5	10.206	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.537	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.541	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
AB	0	0			0				
AC	0	0			0				

2024, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	546	100.000
C - Kingfield Road		FLAT	✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	75	0	471
	C - Kingfield Road	991	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	2
	B - Claremont Avenue	0	0	2
	C - Kingfield Road	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	0.64	11.71	1.8	B	546	819
C-AB	0.00	0.00	0.0	A	0	0
C-A					991	1487
AB					0	0
AC					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	539	0.0	1.7	11.230	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
AB	0	0			0				
AC	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	546	1.7	1.7	11.699	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
AB	0	0			0				
AC	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	546	1.7	1.8	11.708	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
AB	0	0			0				
AC	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	546	1.8	1.8	11.710	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
AB	0	0			0				
AC	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	546	1.8	1.8	11.714	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
A-B	0	0			0				
AC	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	853	0.640	546	1.8	1.8	11.713	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	991	248			991				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	534	100.000
C - Kingfield Road		FLAT	✓	1048	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	75	0	459
	C - Kingfield Road	1048	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	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	0.63	11.48	1.7	B	534	801
C-AB	0.00	0.00	0.0	A	0	0
C-A					1048	1572
A-B					0	0
AC					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	527	0.0	1.6	11.032	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	534	1.6	1.7	11.467	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	534	1.7	1.7	11.474	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	534	1.7	1.7	11.476	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	534	1.7	1.7	11.478	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	848	0.630	534	1.7	1.7	11.478	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1048	262			1048				
A-B	0	0			0				
AC	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191024 (PM Peak).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 13:59:18

- »2019, Weekday PM
- »2024, Weekday PM
- »2024 + Dev, Weekday PM

Summary of junction performance

Weekday PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	
2019						
Stream B-AC	D2	1.5	11.47	0.61	B	
Stream C-AB		0.0	0.00	0.00	A	
2024						
Stream B-AC	D10	1.8	12.84	0.65	B	
Stream C-AB		0.0	0.00	0.00	A	
2024 + Dev						
Stream B-AC	D18	1.7	12.47	0.64	B	
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		110

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	482	100.000
C - Kingfield Road		FLAT	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road	
A - Wych Hill Lane	0	0	0	
B - Claremont Avenue	56	0	426	
C - Kingfield Road	764	0	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road	
A - Wych Hill Lane	0	0	0	
B - Claremont Avenue	4	0	1	
C - Kingfield Road	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	0.61	11.47	1.5	B	482	723
C-AB	0.00	0.00	0.0	A	0	0
C-A					764	1146
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	476	0.0	1.5	11.064	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.458	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.465	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.464	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.467	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.467	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
AB	0	0			0				
AC	0	0			0				

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	513	100.000
C - Kingfield Road		FLAT	✓	813	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	60	0	453
	C - Kingfield Road	813	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	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	0.65	12.84	1.8	B	513	769
C-AB	0.00	0.00	0.0	A	0	0
C-A					813	1220
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	506	0.0	1.8	12.252	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	513	1.8	1.8	12.821	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	513	1.8	1.8	12.834	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	513	1.8	1.8	12.836	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	513	1.8	1.8	12.839	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	793	0.647	513	1.8	1.8	12.842	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	813	203			813				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		5.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	507	100.000
C - Kingfield Road		FLAT	✓	750	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	60	0	447
	C - Kingfield Road	750	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	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	0.64	12.47	1.7	B	507	761
C-AB	0.00	0.00	0.0	A	0	0
C-A					750	1125
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	500	0.0	1.7	11.933	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	507	1.7	1.7	12.454	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	507	1.7	1.7	12.464	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	507	1.7	1.7	12.469	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	507	1.7	1.7	12.469	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	127	796	0.637	507	1.7	1.7	12.471	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	750	188			750				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Early Evening).j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 14:05:24

- »2019, Weekday Early Evening
- »2024, Weekday Early Evening
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Pre Game

Summary of junction performance

	Weekday Early Evening					Weekday Pre Game				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019										
Stream B-AC	D3	1.9	13.18	0.66	B					
Stream C-AB		0.0	0.00	0.00	A					
2024										
Stream B-AC	D11	2.2	14.51	0.69	B					
Stream C-AB		0.0	0.00	0.00	A					
2024 + Dev (4,000)										
Stream B-AC						D19	2.0	13.36	0.66	B
Stream C-AB							0.0	0.00	0.00	A
2024 + Dev (5,500)										
Stream B-AC						D23	2.7	16.63	0.73	C
Stream C-AB							0.0	0.00	0.00	A
2024 + Dev (9,500)										
Stream B-AC						D27	8.5	44.76	0.90	E
Stream C-AB							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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓
D11	2024	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓
D23	2024 + Dev (5,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓
D27	2024 + Dev (9,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Analysis Set Details

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

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		110

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	527	100.000
C - Kingfield Road		FLAT	✓	705	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	67	0	460
C - Kingfield Road	705	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	0	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	0.66	13.18	1.9	B	527	790
C-AB	0.00	0.00	0.0	A	0	0
C-A					705	1058
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	520	0.0	1.9	12.530	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	527	1.9	1.9	13.158	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	527	1.9	1.9	13.171	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	527	1.9	1.9	13.176	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	527	1.9	1.9	13.179	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	132	800	0.659	527	1.9	1.9	13.179	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	705	176			705				
AB	0	0			0				
AC	0	0			0				

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		6.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2024	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	551	100.000
C - Kingfield Road		FLAT	✓	746	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	69	0	482
	C - Kingfield Road	746	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.69	14.51	2.2	B	551	826
C-AB	0.00	0.00	0.0	A	0	0
C-A					746	1119
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	543	0.0	2.1	13.632	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	551	2.1	2.2	14.480	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	551	2.2	2.2	14.500	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	551	2.2	2.2	14.509	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	551	2.2	2.2	14.512	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	551	138	799	0.690	551	2.2	2.2	14.514	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	746	187			746				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		5.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	534	100.000
C - Kingfield Road		FLAT	✓	689	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	64	0	470
	C - Kingfield Road	689	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.66	13.36	2.0	B	534	801
C-AB	0.00	0.00	0.0	A	0	0
C-A					689	1034
A-B					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	526	0.0	1.9	12.678	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	534	1.9	1.9	13.336	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	534	1.9	2.0	13.352	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	534	2.0	2.0	13.351	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	534	2.0	2.0	13.357	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	134	803	0.665	534	2.0	2.0	13.360	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	689	172			689				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		7.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	582	100.000
C - Kingfield Road		FLAT	✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	77	0	505
	C - Kingfield Road	706	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.73	16.63	2.7	C	582	873
C-AB	0.00	0.00	0.0	A	0	0
C-A					706	1059
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	572	0.0	2.5	15.301	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	582	2.5	2.6	16.566	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	582	2.6	2.6	16.609	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	582	2.6	2.6	16.623	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	582	2.6	2.7	16.631	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	582	145	798	0.729	582	2.7	2.7	16.632	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	706	177			706				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		21.83	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	710	100.000
C - Kingfield Road		FLAT	✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	111	0	599
	C - Kingfield Road	752	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.90	44.76	8.5	E	710	1065
C-AB	0.00	0.00	0.0	A	0	0
C-A					752	1128
A-B					0	0
A-C					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	684	0.0	6.6	29.710	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	706	6.6	7.5	40.917	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	708	7.5	8.0	42.880	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	709	8.0	8.2	43.823	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	709	8.2	8.4	44.383	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	710	177	787	0.902	710	8.4	8.5	44.757	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	0	0			0				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Late Evening).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 14:17:35

- »2019, Weekday Late Evening
- »2024, Weekday Late Evening
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (9,500), Weekday Post Game

Summary of junction performance

	Weekday Late Evening					Weekday Post Game				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019										
Stream B-AC	D4	0.4	6.71	0.29	A					
Stream C-AB		0.0	0.00	0.00	A					
2024										
Stream B-AC	D12	0.4	6.82	0.30	A					
Stream C-AB		0.0	0.00	0.00	A					
2024 + Dev (4,000)										
Stream B-AC	D20	0.4	6.68	0.30	A					
Stream C-AB		0.0	0.00	0.00	A					
2024 + Dev (5,500)										
Stream B-AC	D24	0.5	7.25	0.33	A					
Stream C-AB		0.0	0.00	0.00	A					
2024 + Dev (9,500)										
Stream B-AC	D28	0.8	9.22	0.44	A					
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓
D12	2024	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓
D20	2024 + Dev (4,000)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓
D24	2024 + Dev (5,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Analysis Set Details

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

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		110

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	214	100.000
C - Kingfield Road		FLAT	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	76	0	138
C - Kingfield Road	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	0	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	0.29	6.71	0.4	A	214	321
C-AB	0.00	0.00	0.0	A	0	0
C-A					463	695
A-B					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	212	0.0	0.4	6.669	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	214	0.4	0.4	6.705	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	214	0.4	0.4	6.705	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	214	0.4	0.4	6.705	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	214	0.4	0.4	6.705	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	751	0.285	214	0.4	0.4	6.705	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	463	116			463				
AB	0	0			0				
AC	0	0			0				

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2024	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	224	100.000
C - Kingfield Road		FLAT	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	77	0	147
	C - Kingfield Road	481	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.30	6.82	0.4	A	224	336
C-AB	0.00	0.00	0.0	A	0	0
C-A					481	722
A-B					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	222	0.0	0.4	6.756	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	224	0.4	0.4	6.818	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	224	0.4	0.4	6.818	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	224	0.4	0.4	6.818	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	224	0.4	0.4	6.818	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	224	56	752	0.298	224	0.4	0.4	6.818	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	228	100.000
C - Kingfield Road		FLAT	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	68	0	160
	C - Kingfield Road	436	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.30	6.68	0.4	A	228	342
C-AB	0.00	0.00	0.0	A	0	0
C-A					436	654
AB					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	226	0.0	0.4	6.640	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	228	0.4	0.4	6.680	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	228	0.4	0.4	6.680	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	228	0.4	0.4	6.680	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	228	0.4	0.4	6.680	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	57	767	0.297	228	0.4	0.4	6.680	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	250	100.000
C - Kingfield Road		FLAT	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	90	0	160
	C - Kingfield Road	496	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.33	7.25	0.5	A	250	375
C-AB	0.00	0.00	0.0	A	0	0
C-A					496	744
A-B					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	248	0.0	0.5	7.192	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	250	0.5	0.5	7.249	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	250	0.5	0.5	7.249	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	250	0.5	0.5	7.249	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	250	0.5	0.5	7.249	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	63	747	0.335	250	0.5	0.5	7.249	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	496	124			496				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	309	100.000
C - Kingfield Road		FLAT	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	149	0	160
	C - Kingfield Road	653	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.44	9.22	0.8	A	309	463
C-AB	0.00	0.00	0.0	A	0	0
C-A					653	980
AB					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	306	0.0	0.8	9.078	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	309	0.8	0.8	9.217	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	309	0.8	0.8	9.219	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	309	0.8	0.8	9.219	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	309	0.8	0.8	9.219	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	0	0			0				
A-C	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	309	77	699	0.442	309	0.8	0.8	9.219	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Pre Game (NMD)).j9
 Path: X:\Projects\180000\183923 - Woking FC\MODELLING
 Report generation date: 01/11/2019 13:31:01

- »2019, Weekend Pre Game (Non Match Day)
- »2024, Weekend Pre Game (Non Match Day)

Summary of junction performance

Weekend Pre Game (Non Match Day)					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D5	0.7	8.69	0.42	A
Stream C-AB		0.0	0.00	0.00	A
2024					
Stream B-AC	D13	0.8	9.15	0.45	A
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓
D13	2024	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Analysis Set Details

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

2019, Weekend Pre Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		0

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	302	100.000
C - Kingfield Road		FLAT	✓	640	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	19	0	283
C - Kingfield Road	640	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	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	0.42	8.69	0.7	A	302	453
C-AB	0.00	0.00	0.0	A	0	0
C-A					640	960
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	299	0.0	0.7	8.576	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	302	0.7	0.7	8.690	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	302	0.7	0.7	8.692	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	302	0.7	0.7	8.692	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	302	0.7	0.7	8.692	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	716	0.422	302	0.7	0.7	8.692	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	640	160			640				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Pre Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2024	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	322	100.000
C - Kingfield Road		FLAT	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	20	0	302
	C - Kingfield Road	683	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	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	0.45	9.15	0.8	A	322	483
C-AB	0.00	0.00	0.0	A	0	0
C-A					683	1025
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	319	0.0	0.8	9.007	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	322	0.8	0.8	9.148	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	322	0.8	0.8	9.150	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	322	0.8	0.8	9.150	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	322	0.8	0.8	9.150	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	715	0.450	322	0.8	0.8	9.150	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	683	171			683				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Post Game (NMD)).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 01/11/2019 13:31:40

- »2019, Weekend Post Game (Non Match Day)
- »2024, Weekend Post Game (Non Match Day)

Summary of junction performance

Weekend Post Game (Non Match Day)					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D6	0.9	11.25	0.47	B
Stream C-AB		0.0	0.00	0.00	A
2024					
Stream B-AC	D14	1.0	12.02	0.50	B
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓
D14	2024	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, Weekend Post Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-100

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	285	100.000
C - Kingfield Road		FLAT	✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	28	0	257
C - Kingfield Road	629	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	0	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	0.47	11.25	0.9	B	285	427
C-AB	0.00	0.00	0.0	A	0	0
C-A					629	944
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	282	0.0	0.9	11.014	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	285	0.9	0.9	11.242	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	285	0.9	0.9	11.245	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	285	0.9	0.9	11.247	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	285	0.9	0.9	11.247	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	71	605	0.471	285	0.9	0.9	11.247	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Post Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2024	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	304	100.000
C - Kingfield Road		FLAT	✓	671	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	30	0	274
	C - Kingfield Road	671	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.50	12.02	1.0	B	304	456
C-AB	0.00	0.00	0.0	A	0	0
C-A					671	1007
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	300	0.0	1.0	11.721	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	304	1.0	1.0	12.014	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	304	1.0	1.0	12.019	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	304	1.0	1.0	12.019	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	304	1.0	1.0	12.021	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	603	0.504	304	1.0	1.0	12.021	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	671	168			671				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trisoftware.co.uk
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Pre Game).j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 14:20:39

- »2019, Weekend Pre Game
- »2024, Weekend Pre Game
- »2024 + Dev (4,000), Weekend Pre Game
- »2024 + Dev (5,500), Weekend Pre Game
- »2024 + Dev (9,500), Weekend Pre Game

Summary of junction performance

Weekend Pre Game					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D7	1.1	8.75	0.52	A
Stream C-AB		0.0	0.00	0.00	A
2024					
Stream B-AC	D15	1.3	9.50	0.56	A
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (4,000)					
Stream B-AC	D21	1.0	8.42	0.50	A
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (5,500)					
Stream B-AC	D25	1.3	9.64	0.56	A
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (9,500)					
Stream B-AC	D29	2.6	15.41	0.72	C
Stream C-AB		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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2019	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D15	2024	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓	Simple	D7*1.0673
D21	2024 + Dev (4,000)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		

Analysis Set Details

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

2019, Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		170

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	448	100.000
C - Kingfield Road		FLAT	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	58	0	390
C - Kingfield Road	693	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	0	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	0.52	8.75	1.1	A	448	672
C-AB	0.00	0.00	0.0	A	0	0
C-A					693	1040
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	444	0.0	1.1	8.579	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	448	1.1	1.1	8.750	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	448	1.1	1.1	8.751	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	448	1.1	1.1	8.753	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	448	1.1	1.1	8.753	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	859	0.521	448	1.1	1.1	8.753	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	693	173			693				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	478	100.000
C - Kingfield Road		FLAT	✓	740	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	62	0	416
C - Kingfield Road	740	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	0	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	0.56	9.50	1.3	A	478	717
C-AB	0.00	0.00	0.0	A	0	0
C-A					740	1109
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	473	0.0	1.2	9.264	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	478	1.2	1.2	9.494	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	478	1.2	1.3	9.498	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	478	1.3	1.3	9.498	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	478	1.3	1.3	9.500	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
A-B	0	0			0				
AC	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	857	0.558	478	1.3	1.3	9.500	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	740	185			740				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev (4,000), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	433	100.000
C - Kingfield Road		FLAT	✓	704	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	54	0	379
	C - Kingfield Road	704	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.50	8.42	1.0	A	433	650
C-AB	0.00	0.00	0.0	A	0	0
C-A					704	1056
A-B					0	0
A-C					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	429	0.0	1.0	8.272	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	433	1.0	1.0	8.420	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	433	1.0	1.0	8.422	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	433	1.0	1.0	8.422	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	433	1.0	1.0	8.422	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	860	0.503	433	1.0	1.0	8.422	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	704	176			704				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	481	100.000
C - Kingfield Road		FLAT	✓	721	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	67	0	414
	C - Kingfield Road	721	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.56	9.64	1.3	A	481	721
C-AB	0.00	0.00	0.0	A	0	0
C-A					721	1082
A-B					0	0
A-C					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	476	0.0	1.3	9.393	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	481	1.3	1.3	9.634	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	481	1.3	1.3	9.638	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	481	1.3	1.3	9.638	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	481	1.3	1.3	9.640	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	481	120	854	0.563	481	1.3	1.3	9.640	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	721	180			721				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		6.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	609	100.000
C - Kingfield Road		FLAT	✓	767	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	101	0	508
	C - Kingfield Road	767	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.72	15.41	2.6	C	609	914
C-AB	0.00	0.00	0.0	A	0	0
C-A					767	1151
A-B					0	0
A-C					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	599	0.0	2.5	14.278	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	609	2.5	2.5	15.355	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	609	2.5	2.6	15.388	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	609	2.6	2.6	15.398	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	609	2.6	2.6	15.404	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	609	152	842	0.723	609	2.6	2.6	15.409	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	767	192			767				
A-B	0	0			0				
A-C	0	0			0				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version A 191031 (Post Game).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 14:25:45

- »2019, Weekend Post Game
- »2024, Weekend Post Game
- »2024 + Dev (4,000), Weekend Post Game
- »2024 + Dev (5,500), Weekend Post Game
- »2024 + Dev (9,500), Weekend Post Game

Summary of junction performance

Weekend Post Game					
Set ID	Queue (Veh)	Delay (s)	RFC	LOS	
2019					
Stream B-AC	D8	2.1	23.53	0.68	C
Stream C-AB		0.0	0.00	0.00	A
2024					
Stream B-AC	D16	2.8	28.62	0.74	D
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (4,000)					
Stream B-AC	D22	2.7	26.72	0.73	D
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (5,500)					
Stream B-AC	D26	4.1	38.56	0.81	E
Stream C-AB		0.0	0.00	0.00	A
2024 + Dev (9,500)					
Stream B-AC	D30	38.9	319.93	1.03	F
Stream C-AB		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2019	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D16	2024	Weekend Post Game	FLAT	16:30	18:00	90	15	✓	Simple	D8*1.0673
D22	2024 + Dev (4,000)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D26	2024 + Dev (5,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D30	2024 + Dev (9,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		

Analysis Set Details

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

2019, Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		6.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-145

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	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2019	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	330	100.000
C - Kingfield Road		FLAT	✓	810	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	96	0	234
C - Kingfield Road	810	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	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	0.68	23.53	2.1	C	330	495
C-AB	0.00	0.00	0.0	A	0	0
C-A					810	1215
A-B					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	322	0.0	2.0	21.457	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	330	2.0	2.1	23.391	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	330	2.1	2.1	23.478	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	330	2.1	2.1	23.505	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	330	2.1	2.1	23.522	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	483	0.684	330	2.1	2.1	23.528	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	810	203			810				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		8.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post Game	FLAT	16:30	18:00	90	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	352	100.000
C - Kingfield Road		FLAT	✓	865	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	102	0	250
C - Kingfield Road	865	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
A - Wych Hill Lane	0	0	0
B - Claremont Avenue	0	0	1
C - Kingfield Road	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	0.74	28.62	2.8	D	352	528
C-AB	0.00	0.00	0.0	A	0	0
C-A					865	1297
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	342	0.0	2.5	25.013	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	352	2.5	2.7	28.300	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	352	2.7	2.7	28.488	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	352	2.7	2.7	28.558	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	352	2.7	2.7	28.594	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	88	478	0.737	352	2.7	2.8	28.616	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	865	216			865				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (4,000), Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		8.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	366	100.000
C - Kingfield Road		FLAT	✓	801	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	89	0	277
	C - Kingfield Road	801	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.73	26.72	2.7	D	366	549
C-AB	0.00	0.00	0.0	A	0	0
C-A					801	1202
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	356	0.0	2.5	23.587	C
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	366	2.5	2.6	26.469	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	366	2.6	2.6	26.621	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	366	2.6	2.7	26.676	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	366	2.7	2.7	26.712	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	500	0.732	366	2.7	2.7	26.723	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	801	200			801				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		12.04	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	388	100.000
C - Kingfield Road		FLAT	✓	861	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	111	0	277
	C - Kingfield Road	861	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	0	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	0.81	38.56	4.1	E	388	582
C-AB	0.00	0.00	0.0	A	0	0
C-A					861	1292
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	374	0.0	3.5	30.722	D
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	387	3.5	3.8	37.414	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	388	3.8	3.9	38.061	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	388	3.9	4.0	38.327	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	388	4.0	4.0	38.472	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	480	0.808	388	4.0	4.1	38.563	E
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	861	215			861				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekend Post Game

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		97.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	448	100.000
C - Kingfield Road		FLAT	✓	1018	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	171	0	277
	C - Kingfield Road	1018	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	0
	C - Kingfield Road	0	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	1.03	319.93	38.9	F	448	672
C-AB	0.00	0.00	0.0	A	0	0
C-A					1018	1527
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	400	0.0	12.1	74.308	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	422	12.1	18.6	149.251	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	426	18.6	24.2	197.404	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	427	24.2	29.3	240.573	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	429	29.3	34.2	281.104	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
A-B	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	433	1.035	429	34.2	38.9	319.933	F
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	1018	255			1018				
A-B	0	0			0				
AC	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191024 (AM Peak).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 14:35:47

- »2019, Weekday AM
- »2024, Weekday AM
- »2024 + Dev, Weekday AM

Summary of junction performance

Weekday AM				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D1	4.7	33.77	0.83
Stream C-AB		0.1	6.63	0.12
2024				
Stream B-AC	D9	7.5	51.24	0.89
Stream C-AB		0.1	6.67	0.12
2024 + Dev				
Stream B-AC	D17	5.0	35.76	0.84
Stream C-AB		0.1	6.67	0.12

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Analysis Set Details

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

2019, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		17.35	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		151

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	514	100.000
C - Claremont Avenue		FLAT	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	514	0	0
C - Claremont Avenue	444	71	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	2	0	0
C - Claremont Avenue	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	0.83	33.77	4.7	D	514	771
C-AB	0.12	6.63	0.1	A	72	108
C-A					443	665
AB					0	0
AC					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	620	0.829	498	0.0	4.1	26.762	D
C-AB	72	18	615	0.117	71	0.0	0.1	6.619	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	513	4.1	4.4	32.752	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	513	4.4	4.6	33.329	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.6	4.6	33.566	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.632	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.6	4.7	33.694	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.7	4.7	33.774	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.632	A
C-A	443	111			443				
AB	0	0			0				
AC	0	0			0				

2024, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		26.11	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2024	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	546	100.000
C - Claremont Avenue		FLAT	✓	546	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	546	0	0
	C - Claremont Avenue	471	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	2	0	0
	C - Claremont Avenue	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	0.89	51.24	7.5	F	546	819
C-AB	0.12	6.67	0.1	A	76	114
C-A					470	705
AB					0	0
AC					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	614	0.890	523	0.0	5.8	33.986	D
C-AB	76	19	616	0.123	75	0.0	0.1	6.654	A
C-A	470	118			470				
AB	0	0			0				
AC	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	613	0.890	543	5.8	6.6	46.770	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.667	A
C-A	470	118			470				
AB	0	0			0				
AC	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	613	0.890	544	6.6	7.0	49.056	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.667	A
C-A	470	118			470				
AB	0	0			0				
AC	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	613	0.890	545	7.0	7.2	50.155	F
C-AB	76	19	616	0.123	76	0.1	0.1	6.667	A
C-A	470	118			470				
AB	0	0			0				
AC	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	613	0.890	545	7.2	7.4	50.807	F
C-AB	76	19	616	0.123	76	0.1	0.1	6.670	A
C-A	470	118			470				
A-B	0	0			0				
AC	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	546	137	613	0.890	546	7.4	7.5	51.243	F
C-AB	76	19	616	0.123	76	0.1	0.1	6.667	A
C-A	470	118			470				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev, Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		18.07	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2024 + Dev	Weekday AM	FLAT	07:30	09:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	516	100.000
C - Claremont Avenue		FLAT	✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	516	0	0
	C - Claremont Avenue	459	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	2	0	0
	C - Claremont Avenue	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	0.84	35.76	5.0	E	516	774
C-AB	0.12	6.67	0.1	A	76	114
C-A					458	687
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	616	0.838	499	0.0	4.3	27.775	D
C-AB	76	19	616	0.123	75	0.0	0.1	6.656	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	615	0.838	514	4.3	4.7	34.490	D
C-AB	76	19	616	0.123	76	0.1	0.1	6.672	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	615	0.838	515	4.7	4.8	35.198	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.672	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	615	0.838	516	4.8	4.9	35.493	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.672	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	615	0.838	516	4.9	5.0	35.654	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.672	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	615	0.838	516	5.0	5.0	35.757	E
C-AB	76	19	616	0.123	76	0.1	0.1	6.672	A
C-A	458	115			458				
A-B	0	0			0				
A-C	0	0			0				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191024 (PM Peak).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 14:38:52

- »2019, Weekday PM
- »2024, Weekday PM
- »2024 + Dev, Weekday PM

Summary of junction performance

Weekday PM				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D2	4.7	34.36	0.83
Stream C-AB		0.1	6.75	0.10
2024				
Stream B-AC	D10	7.6	52.64	0.89
Stream C-AB		0.1	6.79	0.10
2024 + Dev				
Stream B-AC	D18	6.1	43.21	0.87
Stream C-AB		0.1	6.52	0.10

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		17.91	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		122

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	508	100.000
C - Claremont Avenue		FLAT	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	508	0	0
C - Claremont Avenue	426	56	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	1	4	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	0.83	34.36	4.7	D	508	762
C-AB	0.10	6.75	0.1	A	56	85
C-A					426	638
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.830	492	0.0	4.1	27.130	D
C-AB	56	14	590	0.096	56	0.0	0.1	6.744	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	507	4.1	4.4	33.287	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.748	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	507	4.4	4.6	33.891	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.6	4.6	34.139	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.6	4.7	34.273	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.7	4.7	34.360	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.748	A
C-A	426	106			426				
AB	0	0			0				
AC	0	0			0				

2024, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		27.22	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2024	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	540	100.000
C - Claremont Avenue		FLAT	✓	513	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	540	0	0
	C - Claremont Avenue	453	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	4	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	0.89	52.64	7.6	F	540	810
C-AB	0.10	6.79	0.1	A	61	91
C-A					452	679
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	606	0.892	517	0.0	5.8	34.577	D
C-AB	61	15	591	0.103	60	0.0	0.1	6.777	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	605	0.892	537	5.8	6.7	47.846	E
C-AB	61	15	591	0.103	61	0.1	0.1	6.790	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	605	0.892	538	6.7	7.1	50.284	F
C-AB	61	15	591	0.103	61	0.1	0.1	6.788	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	605	0.892	539	7.1	7.3	51.465	F
C-AB	61	15	591	0.103	61	0.1	0.1	6.788	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	605	0.892	539	7.3	7.5	52.171	F
C-AB	61	15	591	0.103	61	0.1	0.1	6.788	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	540	135	605	0.892	540	7.5	7.6	52.643	F
C-AB	61	15	591	0.103	61	0.1	0.1	6.790	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev, Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		22.29	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	526	100.000
C - Claremont Avenue		FLAT	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	526	0	0
	C - Claremont Avenue	447	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.87	43.21	6.1	E	526	789
C-AB	0.10	6.52	0.1	A	60	91
C-A					447	670
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.866	506	0.0	5.0	31.146	D
C-AB	60	15	613	0.099	60	0.0	0.1	6.511	A
C-A	447	112			447				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	607	0.866	524	5.0	5.6	40.713	E
C-AB	60	15	613	0.099	60	0.1	0.1	6.514	A
C-A	447	112			447				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	607	0.866	525	5.6	5.8	42.051	E
C-AB	60	15	613	0.099	60	0.1	0.1	6.517	A
C-A	447	112			447				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	607	0.866	525	5.8	6.0	42.647	E
C-AB	60	15	613	0.099	60	0.1	0.1	6.514	A
C-A	447	112			447				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	607	0.866	526	6.0	6.0	42.987	E
C-AB	60	15	613	0.099	60	0.1	0.1	6.514	A
C-A	447	112			447				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	607	0.866	526	6.0	6.1	43.207	E
C-AB	60	15	613	0.099	60	0.1	0.1	6.515	A
C-A	447	112			447				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191031 (Early Evening).j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 14:56:59

- »2019, Weekday Early Evening
- »2024, Weekday Early Evening
- »2024 + Dev (4,000), Weekday Pre Game
- »2024 + Dev (5,500), Weekday Pre Game
- »2024 + Dev (9,500), Weekday Pre Game

Summary of junction performance

	Weekday Early Evening				Weekday Pre Game			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
2019								
Stream B-AC	D3	46.1	338.35	1.04				
Stream C-AB		0.1	6.59	0.11				
2024								
Stream B-AC	D11	87.7	625.04	1.11				
Stream C-AB		0.1	6.61	0.11				
2024 + Dev (4,000)								
Stream B-AC					D19	70.3	501.70	1.08
Stream C-AB						0.1	6.56	0.11
2024 + Dev (5,500)								
Stream B-AC					D23	114.3	819.71	1.15
Stream C-AB						0.1	6.68	0.13
2024 + Dev (9,500)								
Stream B-AC					D27	240.3	1816.36	1.36
Stream C-AB						0.2	7.01	0.18

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓
D11	2024	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓
D23	2024 + Dev (5,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓
D27	2024 + Dev (9,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Analysis Set Details

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

2019, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		164.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	501	100.000
C - Claremont Avenue		FLAT	✓	527	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	501	0	0
C - Claremont Avenue	460	67	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	1.04	338.35	46.1	F	501	752
C-AB	0.11	6.59	0.1	A	68	101
C-A					459	689
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	481	1.042	447	0.0	13.4	72.850	F
C-AB	68	17	614	0.110	67	0.0	0.1	6.575	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	480	1.043	470	13.4	21.1	149.869	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.588	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	480	1.043	474	21.1	27.9	201.707	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.588	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	480	1.043	476	27.9	34.2	249.202	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.588	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	480	1.043	477	34.2	40.3	294.472	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.588	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	501	125	480	1.043	477	40.3	46.1	338.351	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.588	A
C-A	459	115			459				
AB	0	0			0				
AC	0	0			0				

2024, Weekday Early Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		305.22	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2024	Weekday Early Evening	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	529	100.000
C - Claremont Avenue		FLAT	✓	551	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	529	0	0
	C - Claremont Avenue	482	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	1.11	625.04	87.7	F	529	794
C-AB	0.11	6.61	0.1	A	70	105
C-A					481	722
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.111	452	0.0	19.1	93.847	F
C-AB	70	17	615	0.113	69	0.0	0.1	6.593	A
C-A	481	120			481				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.112	472	19.1	33.4	218.187	F
C-AB	70	17	615	0.113	70	0.1	0.1	6.606	A
C-A	481	120			481				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.112	474	33.4	47.2	321.277	F
C-AB	70	17	615	0.113	70	0.1	0.1	6.606	A
C-A	481	120			481				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.112	475	47.2	60.8	422.937	F
C-AB	70	17	615	0.113	70	0.1	0.1	6.603	A
C-A	481	120			481				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.112	475	60.8	74.3	524.108	F
C-AB	70	17	615	0.113	70	0.1	0.1	6.603	A
C-A	481	120			481				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	529	132	476	1.112	475	74.3	87.7	625.043	F
C-AB	70	17	615	0.113	70	0.1	0.1	6.606	A
C-A	481	120			481				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (4,000), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		246.82	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	520	100.000
C - Claremont Avenue		FLAT	✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	520	0	0
	C - Claremont Avenue	470	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	1.08	501.70	70.3	F	520	780
C-AB	0.11	6.56	0.1	A	65	97
C-A					469	704
A-B					0	0
A-C					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.083	453	0.0	16.7	84.759	F
C-AB	65	16	614	0.105	64	0.0	0.1	6.543	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.084	474	16.7	28.2	188.663	F
C-AB	65	16	614	0.105	65	0.1	0.1	6.556	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.084	477	28.2	39.0	269.461	F
C-AB	65	16	614	0.105	65	0.1	0.1	6.556	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.084	478	39.0	49.6	347.762	F
C-AB	65	16	614	0.105	65	0.1	0.1	6.556	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.084	478	49.6	60.0	425.015	F
C-AB	65	16	614	0.105	65	0.1	0.1	6.556	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	480	1.084	479	60.0	70.3	501.698	F
C-AB	65	16	614	0.105	65	0.1	0.1	6.556	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		393.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D23	2024 + Dev (5,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	541	100.000
C - Claremont Avenue		FLAT	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	541	0	0
C - Claremont Avenue	505	77	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	1.15	819.71	114.3	F	541	812
C-AB	0.13	6.68	0.1	A	78	117
C-A					504	756
AB					0	0
AC					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.153	449	0.0	22.9	108.521	F
C-AB	78	20	617	0.127	77	0.0	0.1	6.669	A
C-A	504	126			504				
AB	0	0			0				
AC	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.154	466	22.9	41.5	265.720	F
C-AB	78	20	617	0.127	78	0.1	0.1	6.685	A
C-A	504	126			504				
AB	0	0			0				
AC	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.154	468	41.5	59.9	404.460	F
C-AB	78	20	617	0.127	78	0.1	0.1	6.685	A
C-A	504	126			504				
AB	0	0			0				
AC	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.154	468	59.9	78.0	542.875	F
C-AB	78	20	617	0.127	78	0.1	0.1	6.685	A
C-A	504	126			504				
AB	0	0			0				
AC	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.154	468	78.0	96.2	681.284	F
C-AB	78	20	617	0.127	78	0.1	0.1	6.685	A
C-A	504	126			504				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	541	135	469	1.154	469	96.2	114.3	819.712	F
C-AB	78	20	617	0.127	78	0.1	0.1	6.682	A
C-A	504	126			504				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekday Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		827.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D27	2024 + Dev (9,500)	Weekday Pre Game	FLAT	18:30	20:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	598	100.000
C - Claremont Avenue		FLAT	✓	710	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	598	0	0
	C - Claremont Avenue	599	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	1.36	1816.36	240.3	F	598	897
C-AB	0.18	7.01	0.2	A	115	172
C-A					595	893
A-B					0	0
A-C					0	0

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.359	430	0.0	42.1	189.413	F
C-AB	115	29	629	0.182	114	0.0	0.2	6.982	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.361	439	42.1	81.8	522.123	F
C-AB	115	29	629	0.182	115	0.2	0.2	7.007	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.361	439	81.8	121.5	844.748	F
C-AB	115	29	629	0.182	115	0.2	0.2	7.005	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.361	439	121.5	161.1	1168.311	F
C-AB	115	29	629	0.182	115	0.2	0.2	7.008	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

19:30 - 19:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.361	439	161.1	200.7	1492.246	F
C-AB	115	29	629	0.182	115	0.2	0.2	7.005	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

19:45 - 20:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	598	150	440	1.361	440	200.7	240.3	1816.360	F
C-AB	115	29	629	0.182	115	0.2	0.2	7.008	A
C-A	595	149			595				
A-B	0	0			0				
A-C	0	0			0				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191031 (Late Evening).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 15:01:10

- »2019, Weekday Late Evening
- »2024, Weekday Late Evening
- »2024 + Dev (4,000), Weekday Post Game
- »2024 + Dev (5,500), Weekday Post Game
- »2024 + Dev (9,500), Weekday Post Game

Summary of junction performance

	Weekday Late Evening				Weekday Post Game			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
2019								
Stream B-AC	D4	0.2	8.31	0.19				
Stream C-AB		0.1	6.74	0.12				
2024								
Stream B-AC	D12	0.2	8.47	0.20				
Stream C-AB		0.1	6.75	0.13				
2024 + Dev (4,000)								
Stream B-AC					D20	0.3	8.86	0.24
Stream C-AB						0.1	6.64	0.11
2024 + Dev (5,500)								
Stream B-AC					D24	0.3	9.07	0.24
Stream C-AB						0.2	6.90	0.15
2024 + Dev (9,500)								
Stream B-AC					D28	0.3	9.70	0.26
Stream C-AB						0.3	7.71	0.24

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓
D12	2024	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓
D20	2024 + Dev (4,000)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓
D24	2024 + Dev (5,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Analysis Set Details

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

2019, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	99	100.000
C - Claremont Avenue		FLAT	✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	99	0	0
C - Claremont Avenue	138	76	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.19	8.31	0.2	A	99	149
C-AB	0.12	6.74	0.1	A	76	114
C-A					138	207
A-B					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	98	0.0	0.2	8.274	A
C-AB	76	19	611	0.125	76	0.0	0.1	6.721	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	76	19	611	0.125	76	0.1	0.1	6.734	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	76	19	611	0.125	76	0.1	0.1	6.734	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	76	19	611	0.125	76	0.1	0.1	6.734	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	76	19	611	0.125	76	0.1	0.1	6.734	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	76	19	611	0.125	76	0.1	0.1	6.737	A
C-A	138	34			138				
AB	0	0			0				
AC	0	0			0				

2024, Weekday Late Evening

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2024	Weekday Late Evening	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	105	100.000
C - Claremont Avenue		FLAT	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	105	0	0
	C - Claremont Avenue	147	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	8.47	0.2	A	105	158
C-AB	0.13	6.75	0.1	A	77	116
C-A					147	220
A-B					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	104	0.0	0.2	8.425	A
C-AB	77	19	611	0.127	77	0.0	0.1	6.732	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	77	19	611	0.127	77	0.1	0.1	6.745	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	77	19	611	0.127	77	0.1	0.1	6.745	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	77	19	611	0.127	77	0.1	0.1	6.747	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	77	19	611	0.127	77	0.1	0.1	6.745	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	77	19	611	0.127	77	0.1	0.1	6.745	A
C-A	147	37			147				
A-B	0	0			0				
AC	0	0			0				

2024 + Dev (4,000), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2024 + Dev (4,000)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	125	100.000
C - Claremont Avenue		FLAT	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	125	0	0
C - Claremont Avenue	160	68	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.24	8.86	0.3	A	125	188
C-AB	0.11	6.64	0.1	A	68	102
C-A					160	240
AB					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	532	0.235	124	0.0	0.3	8.801	A
C-AB	68	17	611	0.112	68	0.0	0.1	6.626	A
C-A	160	40			160				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	68	17	611	0.112	68	0.1	0.1	6.636	A
C-A	160	40			160				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	68	17	611	0.112	68	0.1	0.1	6.636	A
C-A	160	40			160				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	68	17	611	0.112	68	0.1	0.1	6.639	A
C-A	160	40			160				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	68	17	611	0.112	68	0.1	0.1	6.639	A
C-A	160	40			160				
A-B	0	0			0				
A-C	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	68	17	611	0.112	68	0.1	0.1	6.636	A
C-A	160	40			160				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D24	2024 + Dev (5,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	126	100.000
C - Claremont Avenue		FLAT	✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	126	0	0
	C - Claremont Avenue	160	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.24	9.07	0.3	A	126	189
C-AB	0.15	6.90	0.2	A	91	136
C-A					159	239
A-B					0	0
A-C					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	125	0.0	0.3	9.010	A
C-AB	91	23	612	0.148	90	0.0	0.2	6.885	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	126	0.3	0.3	9.071	A
C-AB	91	23	612	0.148	91	0.2	0.2	6.901	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	126	0.3	0.3	9.071	A
C-AB	91	23	612	0.148	91	0.2	0.2	6.904	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	126	0.3	0.3	9.071	A
C-AB	91	23	612	0.148	91	0.2	0.2	6.901	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	126	0.3	0.3	9.071	A
C-AB	91	23	612	0.148	91	0.2	0.2	6.904	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	32	523	0.241	126	0.3	0.3	9.071	A
C-AB	91	23	612	0.148	91	0.2	0.2	6.904	A
C-A	159	40			159				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekday Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		5.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:15	22:45	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	129	100.000
C - Claremont Avenue		FLAT	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	129	0	0
C - Claremont Avenue	160	149	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.26	9.70	0.3	A	129	194
C-AB	0.24	7.71	0.3	A	151	227
C-A					158	236
AB					0	0
AC					0	0

Main Results for each time segment

21:15 - 21:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	128	0.0	0.3	9.624	A
C-AB	151	38	618	0.245	150	0.0	0.3	7.670	A
C-A	158	39			158				
AB	0	0			0				
AC	0	0			0				

21:30 - 21:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	151	38	618	0.245	151	0.3	0.3	7.711	A
C-A	158	39			158				
AB	0	0			0				
AC	0	0			0				

21:45 - 22:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	151	38	618	0.245	151	0.3	0.3	7.713	A
C-A	158	39			158				
AB	0	0			0				
AC	0	0			0				

22:00 - 22:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	151	38	618	0.245	151	0.3	0.3	7.713	A
C-A	158	39			158				
AB	0	0			0				
AC	0	0			0				

22:15 - 22:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	151	38	618	0.245	151	0.3	0.3	7.713	A
C-A	158	39			158				
A-B	0	0			0				
A-C	0	0			0				

22:30 - 22:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	151	38	618	0.245	151	0.3	0.3	7.711	A
C-A	158	39			158				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191030 (Pre Game (NMD)).j9
 Path: X:\Projects\180000\183923 - Woking FC\MODELLING
 Report generation date: 01/11/2019 13:36:28

- »2019, Weekend Pre Game (Non Match Day)
- »2024, Weekend Pre Game (Non Match Day)

Summary of junction performance

Weekend Pre Game (Non Match Day)				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D5	5.4	48.60	0.85
Stream C-AB		0.0	6.10	0.03
2024				
Stream B-AC	D13	9.3	79.43	0.92
Stream C-AB		0.0	6.11	0.03

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓
D13	2024	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Analysis Set Details

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

2019, Weekend Pre Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		28.13	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-44

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	413	100.000
C - Claremont Avenue		FLAT	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	413	0	0
C - Claremont Avenue	283	19	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.85	48.60	5.4	E	413	620
C-AB	0.03	6.10	0.0	A	19	29
C-A					283	424
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	395	0.0	4.4	35.181	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.100	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	411	4.4	4.9	45.812	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.102	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	412	4.9	5.1	47.307	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.102	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	412	5.1	5.3	47.975	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.102	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	413	5.3	5.3	48.357	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.102	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	413	103	485	0.851	413	5.3	5.4	48.605	E
C-AB	19	5	609	0.031	19	0.0	0.0	6.102	A
C-A	283	71			283				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Pre Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		45.89	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2024	Weekend Pre Game (Non Match Day)	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	441	100.000
C - Claremont Avenue		FLAT	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	441	0	0
	C - Claremont Avenue	302	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.92	79.43	9.3	F	441	662
C-AB	0.03	6.11	0.0	A	20	30
C-A					302	453
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.915	416	0.0	6.3	44.678	E
C-AB	20	5	609	0.033	20	0.0	0.0	6.109	A
C-A	302	75			302				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.916	436	6.3	7.6	66.865	F
C-AB	20	5	609	0.033	20	0.0	0.0	6.112	A
C-A	302	75			302				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.916	438	7.6	8.3	72.644	F
C-AB	20	5	609	0.033	20	0.0	0.0	6.112	A
C-A	302	75			302				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.916	439	8.3	8.7	75.856	F
C-AB	20	5	609	0.033	20	0.0	0.0	6.112	A
C-A	302	75			302				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.916	440	8.7	9.0	77.946	F
C-AB	20	5	609	0.033	20	0.0	0.0	6.112	A
C-A	302	75			302				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	441	110	482	0.916	440	9.0	9.3	79.428	F
C-AB	20	5	609	0.033	20	0.0	0.0	6.112	A
C-A	302	75			302				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191031 (Post Game (NMD)).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 01/11/2019 13:37:01

- »2019, Weekend Post Game (Non Match Day)
- »2024, Weekend Post Game (Non Match Day)

Summary of junction performance

Weekend Post Game (Non Match Day)				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D6	3.2	39.57	0.77
Stream C-AB		0.0	6.19	0.05
2024				
Stream B-AC	D14	4.6	52.92	0.83
Stream C-AB		0.1	6.21	0.05

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓
D14	2024	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, Weekend Post Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		20.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-140

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	300	100.000
C - Claremont Avenue		FLAT	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	300	0	0
C - Claremont Avenue	257	28	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.77	39.57	3.2	E	300	450
C-AB	0.05	6.19	0.0	A	28	42
C-A					257	385
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	289	0.0	2.8	32.549	D
C-AB	28	7	609	0.046	28	0.0	0.0	6.191	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	299	2.8	3.0	38.659	E
C-AB	28	7	609	0.046	28	0.0	0.0	6.194	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	300	3.0	3.1	39.179	E
C-AB	28	7	609	0.046	28	0.0	0.0	6.194	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	300	3.1	3.2	39.385	E
C-AB	28	7	609	0.046	28	0.0	0.0	6.194	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	300	3.2	3.2	39.496	E
C-AB	28	7	609	0.046	28	0.0	0.0	6.194	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	390	0.769	300	3.2	3.2	39.567	E
C-AB	28	7	609	0.046	28	0.0	0.0	6.194	A
C-A	257	64			257				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Post Game (Non Match Day)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		27.32	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2024	Weekend Post Game (Non Match Day)	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	320	100.000
C - Claremont Avenue		FLAT	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	320	0	0
	C - Claremont Avenue	274	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.83	52.92	4.6	F	320	480
C-AB	0.05	6.21	0.1	A	30	45
C-A					274	411
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	305	0.0	3.7	39.032	E
C-AB	30	8	609	0.049	30	0.0	0.1	6.212	A
C-A	274	68			274				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	318	3.7	4.2	50.141	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	274	68			274				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	319	4.2	4.3	51.643	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	274	68			274				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	320	4.3	4.4	52.303	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	274	68			274				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	320	4.4	4.5	52.678	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	274	68			274				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	387	0.828	320	4.5	4.6	52.920	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	274	68			274				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191030 (Pre Game).j9

Path: X:\Projects\180000\183923 - Woking FC\MODELLING

Report generation date: 07/11/2019 15:05:31

- »2019, Weekend Pre Game
- »2024, Weekend Pre Game
- »2024 + Dev (4,000), Weekend Pre Game
- »2024 + Dev (5,500), Weekend Pre Game
- »2024 + Dev (9,500), Weekend Pre Game

Summary of junction performance

Weekend Pre Game				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D7	5.5	43.07	0.85
Stream C-AB		0.1	6.50	0.10
2024				
Stream B-AC	D15	10.0	73.91	0.92
Stream C-AB		0.1	6.54	0.10
2024 + Dev (4,000)				
Stream B-AC	D21	4.9	38.45	0.84
Stream C-AB		0.1	6.46	0.09
2024 + Dev (5,500)				
Stream B-AC	D25	7.5	56.86	0.89
Stream C-AB		0.1	6.59	0.11
2024 + Dev (9,500)				
Stream B-AC	D29	52.2	349.17	1.05
Stream C-AB		0.2	6.93	0.17

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2019	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D15	2024	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓	Simple	D7*1.0673
D21	2024 + Dev (4,000)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓		

Analysis Set Details

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

2019, Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		22.55	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		64

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2019	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	478	100.000
C - Claremont Avenue		FLAT	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	478	0	0
C - Claremont Avenue	390	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.85	43.07	5.5	E	478	717
C-AB	0.10	6.50	0.1	A	58	88
C-A					390	584
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.853	460	0.0	4.6	31.711	D
C-AB	58	15	612	0.095	58	0.0	0.1	6.492	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.854	476	4.6	5.1	40.861	E
C-AB	58	15	612	0.095	58	0.1	0.1	6.499	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.854	477	5.1	5.3	42.056	E
C-AB	58	15	612	0.095	58	0.1	0.1	6.499	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.854	478	5.3	5.4	42.585	E
C-AB	58	15	612	0.095	58	0.1	0.1	6.499	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.854	478	5.4	5.5	42.881	E
C-AB	58	15	612	0.095	58	0.1	0.1	6.502	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	478	120	560	0.854	478	5.5	5.5	43.072	E
C-AB	58	15	612	0.095	58	0.1	0.1	6.502	A
C-A	390	97			390				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		38.40	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2024	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓	Simple	D7*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	510	100.000
C - Claremont Avenue		FLAT	✓	478	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	510	0	0
	C - Claremont Avenue	416	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.92	73.91	10.0	F	510	765
C-AB	0.10	6.54	0.1	A	62	94
C-A					416	624
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	483	0.0	6.8	41.426	E
C-AB	62	16	613	0.102	62	0.0	0.1	6.527	A
C-A	416	104			416				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	505	6.8	8.2	62.181	F
C-AB	62	16	613	0.102	62	0.1	0.1	6.538	A
C-A	416	104			416				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	507	8.2	8.9	67.582	F
C-AB	62	16	613	0.102	62	0.1	0.1	6.540	A
C-A	416	104			416				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	508	8.9	9.4	70.581	F
C-AB	62	16	613	0.102	62	0.1	0.1	6.538	A
C-A	416	104			416				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	509	9.4	9.7	72.531	F
C-AB	62	16	613	0.102	62	0.1	0.1	6.538	A
C-A	416	104			416				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	128	554	0.921	509	9.7	10.0	73.914	F
C-AB	62	16	613	0.102	62	0.1	0.1	6.538	A
C-A	416	104			416				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (4,000), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		20.34	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D21	2024 + Dev (4,000)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	471	100.000
C - Claremont Avenue		FLAT	✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	471	0	0
	C - Claremont Avenue	379	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.84	38.45	4.9	E	471	707
C-AB	0.09	6.46	0.1	A	54	81
C-A					379	568
A-B					0	0
A-C					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	454	0.0	4.2	29.614	D
C-AB	54	14	612	0.089	54	0.0	0.1	6.451	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	469	4.2	4.6	36.988	E
C-AB	54	14	612	0.089	54	0.1	0.1	6.458	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	470	4.6	4.7	37.801	E
C-AB	54	14	612	0.089	54	0.1	0.1	6.458	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	471	4.7	4.8	38.142	E
C-AB	54	14	612	0.089	54	0.1	0.1	6.461	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	471	4.8	4.9	38.330	E
C-AB	54	14	612	0.089	54	0.1	0.1	6.461	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	563	0.836	471	4.9	4.9	38.450	E
C-AB	54	14	612	0.089	54	0.1	0.1	6.461	A
C-A	379	95			379				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		29.08	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D25	2024 + Dev (5,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	492	100.000
C - Claremont Avenue		FLAT	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	492	0	0
	C - Claremont Avenue	414	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.89	56.86	7.5	F	492	738
C-AB	0.11	6.59	0.1	A	68	101
C-A					413	620
AB					0	0
AC					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	469	0.0	5.6	36.841	E
C-AB	68	17	614	0.110	67	0.0	0.1	6.581	A
C-A	413	103			413				
AB	0	0			0				
AC	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	488	5.6	6.5	51.344	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.591	A
C-A	413	103			413				
AB	0	0			0				
AC	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	490	6.5	6.9	54.120	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.594	A
C-A	413	103			413				
AB	0	0			0				
AC	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	491	6.9	7.2	55.482	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.591	A
C-A	413	103			413				
AB	0	0			0				
AC	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	491	7.2	7.3	56.305	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.594	A
C-A	413	103			413				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	492	123	552	0.891	492	7.3	7.5	56.857	F
C-AB	68	17	614	0.110	68	0.1	0.1	6.594	A
C-A	413	103			413				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekend Pre Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		165.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D29	2024 + Dev (9,500)	Weekend Pre Game	FLAT	13:30	15:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	548	100.000
C - Claremont Avenue		FLAT	✓	609	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	548	0	0
	C - Claremont Avenue	508	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	1.05	349.17	52.2	F	548	822
C-AB	0.17	6.93	0.2	A	103	155
C-A					506	759
A-B					0	0
A-C					0	0

Main Results for each time segment

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.047	490	0.0	14.6	71.442	F
C-AB	103	26	623	0.166	103	0.0	0.2	6.913	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.048	513	14.6	23.2	149.424	F
C-AB	103	26	623	0.166	103	0.2	0.2	6.932	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.048	517	23.2	31.0	203.515	F
C-AB	103	26	623	0.166	103	0.2	0.2	6.932	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.048	519	31.0	38.3	253.739	F
C-AB	103	26	623	0.166	103	0.2	0.2	6.932	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.048	520	38.3	45.3	302.040	F
C-AB	103	26	623	0.166	103	0.2	0.2	6.932	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	548	137	523	1.048	520	45.3	52.2	349.166	F
C-AB	103	26	623	0.166	103	0.2	0.2	6.932	A
C-A	506	126			506				
A-B	0	0			0				
A-C	0	0			0				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Claremont Avenue_Kingfield Road_Junction Version B 191030 (Post Game).j9
Path: X:\Projects\180000\183923 - Woking FC\MODELLING
Report generation date: 07/11/2019 15:11:50

- »2019, Weekend Post Game
- »2024, Weekend Post Game
- »2024 + Dev (4,000), Weekend Post Game
- »2024 + Dev (5,500), Weekend Post Game
- »2024 + Dev (9,500), Weekend Post Game

Summary of junction performance

Weekend Post Game				
	Set ID	Queue (Veh)	Delay (s)	RFC
2019				
Stream B-AC	D8	5.4	66.76	0.85
Stream C-AB		0.2	6.96	0.16
2024				
Stream B-AC	D16	9.7	113.77	0.93
Stream C-AB		0.2	7.03	0.17
2024 + Dev (4,000)				
Stream B-AC	D22	10.3	119.52	0.93
Stream C-AB		0.2	6.86	0.15
2024 + Dev (5,500)				
Stream B-AC	D26	13.9	160.27	0.96
Stream C-AB		0.2	7.13	0.18
2024 + Dev (9,500)				
Stream B-AC	D30	33.0	370.52	1.04
Stream C-AB		0.4	7.94	0.28

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	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2019	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D16	2024	Weekend Post Game	FLAT	16:30	18:00	90	15	✓	Simple	D8*1.0673
D22	2024 + Dev (4,000)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D26	2024 + Dev (5,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		
D30	2024 + Dev (9,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓		

Analysis Set Details

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

2019, Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		32.95	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Claremont Avenue	6.00			59.8	✓	2.00

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 - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-152

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	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2019	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	304	100.000
C - Claremont Avenue		FLAT	✓	330	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	304	0	0
C - Claremont Avenue	234	96	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.85	66.76	5.4	F	304	456
C-AB	0.16	6.96	0.2	A	97	145
C-A					233	350
A-B					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	287	0.0	4.2	45.205	E
C-AB	97	24	614	0.158	96	0.0	0.2	6.936	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	302	4.2	4.8	61.182	F
C-AB	97	24	614	0.158	97	0.2	0.2	6.955	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	303	4.8	5.1	64.052	F
C-AB	97	24	614	0.158	97	0.2	0.2	6.958	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	303	5.1	5.2	65.417	F
C-AB	97	24	614	0.158	97	0.2	0.2	6.958	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	304	5.2	5.3	66.224	F
C-AB	97	24	614	0.158	97	0.2	0.2	6.955	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	356	0.854	304	5.3	5.4	66.758	F
C-AB	97	24	614	0.158	97	0.2	0.2	6.958	A
C-A	233	58			233				
AB	0	0			0				
AC	0	0			0				

2024, Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		55.42	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024	Weekend Post Game	FLAT	16:30	18:00	90	15	✓	Simple	D8*1.0673

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	324	100.000
C - Claremont Avenue		FLAT	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	324	0	0
C - Claremont Avenue	250	102	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
A - Kingfield Road	0	0	0
B - Wych Hill Lane	0	0	0
C - Claremont Avenue	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	0.93	113.77	9.7	F	324	487
C-AB	0.17	7.03	0.2	A	104	155
C-A					249	373
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	301	0.0	6.0	57.110	F
C-AB	104	26	616	0.168	103	0.0	0.2	7.010	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	318	6.0	7.5	89.533	F
C-AB	104	26	616	0.168	104	0.2	0.2	7.030	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	321	7.5	8.4	99.890	F
C-AB	104	26	616	0.168	104	0.2	0.2	7.030	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	322	8.4	9.0	106.176	F
C-AB	104	26	616	0.168	104	0.2	0.2	7.033	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	323	9.0	9.4	110.532	F
C-AB	104	26	616	0.168	104	0.2	0.2	7.033	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	324	81	351	0.925	323	9.4	9.7	113.767	F
C-AB	104	26	616	0.168	104	0.2	0.2	7.030	A
C-A	249	62			249				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (4,000), Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		57.06	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D22	2024 + Dev (4,000)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	327	100.000
C - Claremont Avenue		FLAT	✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	327	0	0
	C - Claremont Avenue	277	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.93	119.52	10.3	F	327	491
C-AB	0.15	6.86	0.2	A	90	135
C-A					276	414
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.930	302	0.0	6.2	58.160	F
C-AB	90	22	615	0.146	89	0.0	0.2	6.844	A
C-A	276	69			276				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.931	320	6.2	7.8	92.317	F
C-AB	90	22	615	0.146	90	0.2	0.2	6.863	A
C-A	276	69			276				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.931	323	7.8	8.8	103.709	F
C-AB	90	22	615	0.146	90	0.2	0.2	6.863	A
C-A	276	69			276				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.931	324	8.8	9.4	110.786	F
C-AB	90	22	615	0.146	90	0.2	0.2	6.863	A
C-A	276	69			276				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.931	325	9.4	9.9	115.769	F
C-AB	90	22	615	0.146	90	0.2	0.2	6.863	A
C-A	276	69			276				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	82	351	0.931	325	9.9	10.3	119.520	F
C-AB	90	22	615	0.146	90	0.2	0.2	6.860	A
C-A	276	69			276				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (5,500), Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		74.37	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D26	2024 + Dev (5,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	329	100.000
C - Claremont Avenue		FLAT	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	329	0	0
	C - Claremont Avenue	277	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	0.96	160.27	13.9	F	329	494
C-AB	0.18	7.13	0.2	A	113	169
C-A					275	413
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.959	301	0.0	7.1	64.897	F
C-AB	113	28	618	0.182	112	0.0	0.2	7.103	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.960	319	7.1	9.5	110.048	F
C-AB	113	28	618	0.182	113	0.2	0.2	7.128	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.960	323	9.5	11.0	128.811	F
C-AB	113	28	618	0.182	113	0.2	0.2	7.129	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.960	324	11.0	12.2	141.935	F
C-AB	113	28	618	0.182	113	0.2	0.2	7.129	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.960	325	12.2	13.2	152.061	F
C-AB	113	28	618	0.182	113	0.2	0.2	7.129	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	329	82	343	0.960	326	13.2	13.9	160.271	F
C-AB	113	28	618	0.182	113	0.2	0.2	7.129	A
C-A	275	69			275				
A-B	0	0			0				
A-C	0	0			0				

2024 + Dev (9,500), Weekend Post Game

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		158.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D30	2024 + Dev (9,500)	Weekend Post Game	FLAT	16:30	18:00	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	332	100.000
C - Claremont Avenue		FLAT	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	332	0	0
	C - Claremont Avenue	277	171	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	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	1.04	370.52	33.0	F	332	498
C-AB	0.28	7.94	0.4	A	177	266
C-A					271	406
AB					0	0
AC					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	320	1.038	291	0.0	10.2	86.688	F
C-AB	177	44	630	0.281	176	0.0	0.4	7.888	A
C-A	271	68			271				
AB	0	0			0				
AC	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	319	1.040	310	10.2	15.8	173.185	F
C-AB	177	44	630	0.281	177	0.4	0.4	7.943	A
C-A	271	68			271				
AB	0	0			0				
AC	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	319	1.040	313	15.8	20.5	229.025	F
C-AB	177	44	630	0.281	177	0.4	0.4	7.942	A
C-A	271	68			271				
AB	0	0			0				
AC	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	319	1.040	314	20.5	24.9	278.949	F
C-AB	177	44	630	0.281	177	0.4	0.4	7.942	A
C-A	271	68			271				
AB	0	0			0				
AC	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	319	1.040	315	24.9	29.1	325.741	F
C-AB	177	44	630	0.281	177	0.4	0.4	7.942	A
C-A	271	68			271				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	332	83	319	1.040	316	29.1	33.0	370.520	F
C-AB	177	44	630	0.281	177	0.4	0.4	7.942	A
C-A	271	68			271				
A-B	0	0			0				
A-C	0	0			0				