Woking Football Club
Responses to ES Review (Final)
May 2020

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WOKING FOOTBALL CLUB – ES REVIEW RESPONSE TABLE	
An Environmental Statement was submitted on 4 December 2019 for the Woking Football Club Proposed Development (Planning Application Ref.: PLAN/2019/1176). An EIA Scoping Report to determine and agree the scope and methodology of the Environmental Statement was submitted on 3 May 2019 and an EIA Scoping Opinion was received from Woking Borough Council (WBC) on 12 July 2019. The Environmental Statement was based on the EIA Scoping Opinion. Following submission of the planning application, WBC appointed an air quality, noise, and lighting specialist to review the assessments carried out as part of the EIA. The comments provided by the air quality, noise, and lighting specialist are set out and addressed below. WBC also reviewed the Proposed Development's drainage strategy which was appended to the EIA. The comments provided in relation to the drainage strategy are included below for ease of reference. WBC has also been liaising with the Applicant's transport specialists, Vectos, regarding the Transport Assessment submitted with the planning application. Clarifications on the Transport Assessment, which have since been agreed and accepted by WBC, and whilst not related to the Environmental Statement submitted with the planning application and are also included within in this report in Appendix F.	
Nature of Query	**Trium Response**
Wood Technical Note – Review of Air Quality Assessment: Application PLAN/2019/1176 (Appendix A - initial and final response)	
ES CHAPTER 8: AIR QUALITY	
Clarifications	
The impact of the Proposed Development, both alone and in-combination, on pollutant concentrations and deposition in the Thames Basin Heath SPA requires further consideration.	The impacts of the Proposed Development on the Thames Basin Heaths Special Protection Area (SPA) have been addressed in a separate technical note (Appendix B: Air Quality Note) the results of which have been discussed and agreed with Natural England. The technical note relates to WBC's Habitat Regulations Assessment (HRA) (AECOM, 2018a) of the Site Allocation Development Plan Document (DPD), in order to assess the impacts that the proposed allocations would have on the European designated Thames Basin Heaths SPA, in isolation or in combination with other plans and projects. The HRA was based on the allocated site UA51 consisting of the football stadium and 40 dwellings. The Proposed Development (set out within the planning application (Planning Application Ref.: PLAN/2019/1176)) includes greater provision for residential dwellings, with 1,048 dwellings proposed in addition to the football stadium and ancillary uses.

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	The technical report and associated assessment (Appendix B: Air Quality Note) show that the larger quantum of development proposed, than was considered in WBC's HRA, on the site will not materially change the results or conclusions of the assessment presented in the Environmental Statement. Although traffic associated with allocated sites (and the Proposed Development) leads to increases in annual mean NOx concentrations greater than 1% of the CL at some locations, these increases are already predicted to occur with the site allocations tested in the HRA, and such increases are limited to locations very close to roads, where, as detailed in the HRA, *"any effects are likely to be subtle as the area closest to the roadside is the area most likely to be already affected by other road influences[…]"*. With regards to nutrient nitrogen deposition levels, the increase in traffic associated with the site allocations and the Proposed Development does not lead to the screening criterion (i.e. 1% of the CL) being exceeded at any location and the conclusions of the HRA (that these effects are not significant) remains valid. Overall, the increased quantum of development on-site, relative to the allocation set out in WBC's Site Allocation DPD, does not affect the conclusions of the supporting HRA in terms of annual mean NOx concentrations and nutrient nitrogen deposition levels, with the effects associated with WBC's allocated site considered to be 'not significant'. Overall, it is considered that the impacts of the Proposed Development on the Thames Basin Heaths SPA will be not significant.
Boiler plant design should be submitted and agreed by WBC, ensuring that parameters do not exceed specifications modelled in the air quality assessment. In this instance, remodelling should be requested.	This is appropriate to secure by planning condition.
A Dust Management Plan (DMP) including the mitigation measures provided in Annex 6 of Appendix 3 should be produced and agreed by WBC.	This is appropriate to secure by planning condition.

WOKING FOOTBALL CLUB – ES REVIEW RESPONSE TABLE	
All five emergency diesel generators should be tested simultaneously (or in the same hour) and should be restricted to operating twelve hours per year.	This is appropriate to secure by a planning condition that allows an alternative testing regime to be adopted, provided that the air quality impacts can be demonstrated to be acceptable and agreed upon by WBC.
WBC should be mindful of the comments made by Surrey County Council regarding validity of predicted traffic flows as these were used in air quality modelling and have the potential to impact robustness of the air quality assessment.	Any necessary update to the assessment (submitted as part of the Environmental Statement), in light of changes in predicted traffic flows, can be secured by a planning condition.
Wood Technical Note: Review of Noise Assessment – Planning Application PLAN/2019/1176 (Appendix C – initial and final response)	
ES CHAPTER 9: NOISE & VIBRATION	
Clarifications	
Construction Noise Baseline - Use of "B category" for Westfield Ave without robust data to support decision. When preparing CEMP, either resurvey to prove B category or drop to Cat A	Category B (in the ABC method set out in BS 5228 Part 1) would be expected for these receptors, based on the traffic flow information, and it is corroborated by the measurements taken on a non-match day (Saturday). Nevertheless, additional monitoring prior to the submission of the CEMP would be recommended to confirm this. Wood have subsequently agreed that additional noise monitoring is to be undertaken, to inform the CEMP (see Appendix C: final response).
Construction Activity noise - Construction activities seem to have been underestimated on plant numbers, plant %on-time and omitted items of plant that would be expected. Revisit calculations when preparing CEMP. More robust predictions needed. Consider whether s61s COPA 74 should be required for key construction/demolition activity.	The calculations were completed using information available during the production of the Environmental Statement chapter, with all assumptions checked by the construction consultant. It is not clear on what basis it was concluded that the construction methodology is incorrect, without knowledge of the proposed construction methodologies and programme. Wood questioned whether the construction assumptions were correct and, therefore, have subsequently recommended that construction noise limits and a scheme of construction noise monitoring be required by condition. It is also recommended that more detailed predictions are undertaken during the CEMP to prevent exceedance of the agreed limits (see Appendix C: final response).

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Traffic Noise - Use of averaged AADT traffic data. For completeness, ask for comparison of worst case (match day) traffic noise.	It is understood that the local roads will have restricted parking on match days, that will ultimately not result in a significant increase of cars on the roads. Wood have subsequently agreed that no further assessment in relation to traffic noise is required and have no further comment.
Suitability Assessment - No calculations showing how glazing and ventilation specification derived. Pre-occupation condition for a schedule of sample internal ambient noise measurements for day, night and match day conditions to demonstrate compliance with design criteria (BS 8233 levels reproduced in Table 9.2 of the ES)	A planning condition that stipulates the production and submission of a detailed façade sound insulation assessment is appropriate. In addition, prior to occupation, sample measurements demonstrating compliance with the internal noise level criteria will be completed. Details of the testing methodology are to be produced by the applicant and agreed with the LPA prior to the measurements taking place. Wood have agreed with this approach and have no further comment.
Suitability Assessment - Apparently, no consideration of overheating. Pre-occupation condition for an Acoustic Design Statement detailing how the glazing and ventilation performance has been determined (with sample calculations) and demonstrating that the design considers overheating, particularly during matches.	A pre-commencement planning condition to produce and submit an overheating and internal noise assessment is appropriate. The assessment is to follow the principles and methodologies outlined within “Acoustics Ventilation and Overheating – Residential Design Guide” published by Institute of Acoustics (IoA) and the Association of Noise Consultants (ANC), or another subsequent applicable guide. The overheating assessment is to consider the potential impact of stadium noise, though assessment would reflect the likely occupancy of the stadium during these months. Wood have agreed with this approach and have no further comment.
Suitability Assessment - The consideration of external amenity noise levels on matchdays is inadequate considering the potentially high levels of crowd noise during matches and does not meet the requirements of policy DM7. A pre-commencement condition requiring the design of amenity spaces for Blocks 1 and 2 to account for crowd	A planning condition to assess ambient noise levels within residents’ amenity spaces during matches should be included. The assessment is to consider the likely occupancy of the stadium and guidelines to not exceed LAeq 65 dB during these periods.

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noise levels generated by the stadium and pre-occupation mitigation incorporated accordingly.	Wood have agreed with this approach and have no further comment.
Commercial Noise Assessment - No BS 4142 assessment has been undertaken for new residential development. A condition requiring BS 4142 assessment for all new residential receptors to demonstrate that commercial noise at these locations will not be significant.	A planning condition for controlling plant noise emissions is common and would be expected. Wood have subsequently agreed and have no further comment.
Commercial Noise Assessment - Amplified music from bars and hospitality areas has potential to accumulate from simultaneous operation. Condition requiring noise limiters in all bars and hospitality areas within 50m from residential development. Condition to allow for reduction of proposed allowable internal music levels LAeq, Leq,63Hz and Leq,125 Hz should justifiable complaints be received	A planning condition requiring noise limiters in all bars / hospitality areas is a little peculiar as one would expect that any condition would relate to limiting entertainment noise at the residential receptors. Nevertheless, Sandy Brown see no reason why the recommendation should be challenged. Wood have subsequently agreed and have no further comment.
Commercial Noise Assessment - Noise from PA/VA. Assessment apparently only considers VA and not match announcements. A pre-occupation condition that requires that PA/VA systems are designed so that (except during emergency) they are not clearly audible in residential receptors.	A planning condition limiting PA noise emissions is appropriate. The planning condition should involve the production of a specialist report that demonstrates the following criteria is achieved: • PA noise emissions are no higher than L_{Aeq} 55 dB in existing residential gardens; and • PA noise emissions do not exceed the "satisfactory" internal noise levels recommended in BS 8233:2014 within the proposed residential properties, under normal ventilation conditions. Wood have agreed with this approach and have no further comment.
RPS - Woking Council – Lighting Report Assessment for Planning Application PLAN/2019/1176 (Appendix D- initial and final response)	
ES CHAPTER 11: DAYLIGHT, SUNLIGHT, OVERSHADOWING, LIGHT POLLUTION AND SOLAR GLARE	
Clarifications	
Further evidence is required to demonstrate the combined effect on the potential for lighting pollution when the stadium lighting is on at the same time as the adjoining walkway lighting around the stadium is on.	In order to ensure that these other effects are fully addressed, the following planning condition is suggested: Evidence will be provided to show that the final detailed external lighting design (including floodlighting, external walkway, car parks, amenity lighting and building façade lighting) is in line with recommendations within the Guidance Notes for the
Evidence is required to indicate the amount of Upward Light Ratio of the Stadium pitch lighting is less than 5% as recommend by the	

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Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011.	Reduction of Obtrusive Light GN01:2011 for Environmental Zone E3, with regards to sky glow, light intrusion into residential windows and luminaire intensity.
A statement that provides a commitment to using luminaires with an Upward Light Ratio of less than 5%, and the intrusive light levels as recommend by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, will be provided for all car parks and amenity lighting and also building façade lighting.	
Evidence is required to indicate the luminaire light intensity of the Stadium pitch lighting luminaires is less than that recommend by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011.	
Memorandum from Katherine Waters (Drainage And Flood Risk Engineer) on 13/03/2020: Woking Football Club, Land South Of Kingfield Road And East Of Westfield Avenue - Planning Application (Appendix E)	
ES VOLUME 3: APPENDIX H: DRAINAGE STRATEGY	
Clarifications	
The applicant has failed to provide a detailed drainage plan to scale that includes all attenuation features and Manholes and is in accordance with the proposed landscape plans. The current proposal is for multiple 3m diameter manholes in roadways which will affect root protection areas and no details have been submitted to demonstrate compliance with S10. The application also keeps referring to this as a high level strategy and not the detailed drainage design that is required to meet the criteria in NPPF, the technical standards for Suds (our Minimum standards) or Woking Core Strategy Policy CS9. No acceptable justification has been provided for the overall oversized pipe, oversized manhole and large tank design without more sustainable SuDS features being included such as Raingardens, underdrained filter strips, permeable paving etc. When inputting greenroofs in microdrainage any impermeable area on the same pipe run will not be counted. Currently nearly 1Ha of impermeable area is shown within the network model on run S17 and	The drainage strategy has been updated by Tier Consult, and was resubmitted to WBC on 29/04/20, to include a detailed drainage plan that incorporates all attenuation features and manholes in accordance with the landscape plans. in response to the comments made by Katherine Waters at WBC on 20/01/2020 and 31/03/2020. The updated detailed drainage strategy now meets the criteria set out in NPPF, WBC's technical standards for SuDS (our Minimum standards) and Woking Core Strategy Policy CS9. The updated drainage strategy includes details with regards to the proposed bio-retention areas and surface water attenuation system, and updated MicroDrainage outputs that show where each area of the site drains to. All updates have been discussed over a number of telecons with Katherine Waters at WBC, to ensure that revised drainage strategy is acceptable.

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S1.006 where Greenroofs are also incorporated. The total impermeable area therefore taken into account for the proposed development is only 1.736Ha. The site is over 5Ha according to the application details but no account has been made of where the other 3Ha is draining too. Currently a large area of the site does not drain to the surface water network through the natural ground profiles and above ground attenuation. NPPF requires that proposed developments do not increase flood risk elsewhere and where possible reduce flood risk overall.	

Appendix A: Review of Air Quality Assessment: Application reference PLAN/2019/1176 (initial reponse)

Technical note – Review of Air Quality Assessment: Application reference PLAN/2019/1176

1. Introduction

Wood Environment and Infrastructure Solutions UK Ltd (Wood) have prepared this Technical Note on behalf of Woking Borough Council (WBC) to provide a detailed review of the air quality assessment provided in Chapter 8 of the Environmental Statement (ES) produced in support of planning application PLAN/2019/1176 (Land South of Kingfield Road and East of Westfield Avenue, Westfield Avenue, Westfield, Woking, Surrey, GU22 9PF). This air quality assessment was undertaken by Air Quality Consultants Ltd.

Woking Football Club Environmental Statement Non-Technical Summary, ES Chapter 8 Air Quality, ES Appendix 04 Air Quality and ES Chapter 15 Mitigation and Monitoring have been reviewed. The following methodological aspects have been considered and used to draw overall conclusions on the appropriateness of the assessment and robustness of conclusions:

- The assessment of dust from demolition and construction;
- Suitability of sensitive receptors, road links modelled, and assessment years chosen for determining potential for significant impact to air quality;
- Model verification methodology undertaken in line with Local Air Quality Management Technical Guidance (LAQM.TG(16))[1];
- Suitability of modelled scenarios and reliability of traffic data used for each;
- Selection of background pollutant concentrations and handling of future uncertainty with regard to air quality;
- Consideration of cumulative impacts; and
- Suitability and necessity of any mitigation measures proposed.

This review does not include consideration of the validity of traffic data provided for dispersion modelling in support of the air quality assessment.

2. Review of assessment methodology

2.1 Consideration of relevant policy and guidance

Annex 1 in Appendix 4 (Air Quality) comprehensively details the Environment Protection UK (EPUK) and Institute of Air Quality Management[2] (IAQM) guidance on air quality assessment, including what should be included and significance criteria. The air quality assessment methodology follows this guidance.

[1] Defra Technical Guidance LAQM.TG(16) https://laqm.defra.gov.uk/technical-guidance/
[2] Environment Protection UK (EPUK) & Institute of Air Quality Management (2017) Guidance on land-use planning and development control: Planning for Air Quality.

Annex 7 in Appendix 4 outlines the policy context, including national and local policy.

2.2 Construction phase

The assessment of effects from dust during demolition and construction has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance[3]. The dust emission magnitude is considered to be large for demolition, earthworks and construction, and medium for trackout. The measures in Section A6 of Appendix 4 are predicted to reduce effects such that residual effects from construction works would be 'not significant'. This is a standard approach and is considered to be appropriate.

In terms of impact to sensitive receptors from construction traffic, across the 6-year construction period the maximum Annual Average Daily Traffic (AADT) flow when considering the Proposed Development and Egley Road development together will generate a maximum of 78 Heavy Duty Vehicle (HDV) movements. On the basis that the HDVs will not be routed through any Air Quality Management Areas (AQMA), the need for detailed assessment of impacts was scoped out of the assessment as the number of HDVs is fewer than 100 AADT, which is the trigger for undertaking a detailed assessment. This is considered to be an acceptable approach.

2.3 Suitability of sensitive receptors, road links modelled and assessment years chosen for determining potential significant impact to air quality

Sensitive receptors

Pollutant concentrations have been predicted at a number of existing sensitive receptors and receptors within the Proposed Development and Egley Road development as detailed in Table 8.3 - 8.4 and Figures 8.1 – 8.5.

The existing receptors include residential properties, schools and nurseries, in accordance with the guidance on identifying sensitive receptors provided in LAQM.TG(16). In addition, modelled receptors were chosen within AQMA 2, declared by WBC for exceedance of the annual mean NO_2 Air Quality Objective (AQO). The height at which receptors have been modelled has been altered depending on whether the receptors are likely to be children or adults, and if they are located at ground, first, second or third floor level; this is an appropriate approach.

Similarly, sensitive receptors at the Proposed Development have been modelled at differing heights to represent different storeys in the residential blocks.

Overall, the selected human receptors are considered to be appropriate to determine the effects of the Proposed Development on air quality.

However, it does not seem that sensitive ecological receptors have been considered even though there are a number of nationally and internationally designated sites in the Thames Basin Heaths Special Protected Area (SPA), at which nitrogen sensitive species are present, such as Smart's and Prey Heaths SSSI within 200 m of the A320. The necessity to assess the potential air quality impacts on sensitive ecological receptors is specifically identified in Policy DM6 in WBC's Local Development Documents**Error! Bookmark not defined.** and the potential requirement for further assessment should be discussed with a qualified ecologist.

[3] IAQM (2014) Guidance on the assessment of dust from demolition and construction

It is recommended that the impact on pollutant concentrations and deposition at sensitive ecological sites as a result of the Proposed Development, both alone and in combination with other developments, should be undertaken in line with IAQM guidance[4] and in consultation with a qualified ecologist.

Assessment years

The Proposed Development is scheduled to be completed in 2025, with the first residents occupying Block 1 from mid-2021, as detailed in Section 8.22. With this in mind, concentrations of NO_2, PM_{10} and $PM_{2.5}$ associated with traffic, diesel generators and gas-fired plant emissions have been predicted for the following scenarios:

- 2018 Baseline;
- 2021 Without Scheme;
- 2021 With Kingfield Road Scheme; and
- 2021 With Kingfield Road and Egley Road Schemes.

The year 2021 is considered to be appropriate as this is when the first residents will occupy the site in Block 1. Also, it is considered to be a conservative approach to use 2021 for all assessment years, rather than using 2025 for the opening year as pollution emissions and concentrations are predicted to fall year on year.

These scenarios align with the proposed phasing and are therefore considered to be appropriate to determine the effects of the Proposed Development on air quality.

2.4 Model verification methodology undertaken in line with Local Air Quality Management Technical Guidance (LAQM.TG(16))

As can be seen in Annex 3, verification of modelled NO_X and NO_2 concentrations has been undertaken in accordance with the guidance in LAQM.TG(16). Modelled NO_2 concentrations have been compared with concentrations monitored using diffusion tubes deployed by WBC: sites YR, YR1, LTK, CH, CH2, CH3 and CH4.

It is noted that five of these diffusion tubes are classified as 'kerbside' (i.e. within 1 m of the kerb). LAQM.TG(16) states that kerbside diffusion tubes are not recommended for the adjustment of road traffic modelling results as it may cause an over-adjustment, unless they are representative of the location of sensitive receptors. The selected diffusion tubes are not considered representative of sensitive receptors in the study area as most dwellings are 3 – 10 m from the kerb, however as there are few 'roadside' diffusion tubes available in the vicinity of the Proposed Development and using 'kerbside' sites is likely to result in an over-adjustment of results this approach is considered acceptable.

There is a lack of available monitoring data in the area for PM_{10} and $PM_{2.5}$ and the adjustment factor calculated for NO_2 has been used to adjust road traffic contribution to PM_{10} and $PM_{2.5}$ concentrations. This is a suitable approach.

Model verification is not undertaken for ADMS-5, so no adjustment factor was applied in line with industry practice.

[4] Institute of Air Quality Management (2019) A guide to the assessment of air quality impacts on designated nature conservation sites.

2.5 Suitability of modelled scenarios and reliability of data used for each

NO_2, PM_{10} and $PM_{2.5}$ pollutants of concern relating to traffic, diesel generators and gas-fired plant emissions were modelled.

Farnborough meteorological station was used in modelling, which is considered to be representative of the development site.

As stated in A3.3 in Annex 3, traffic and speed data was provided by Vectos, Transport Consultants for the project. It is stated that some speeds were altered due to proximity to a junction or road layout using professional judgement. After review of the average speed on each modelled road link provided in Figure A3.1, this is considered an appropriate approach to more accurately predict the likely higher pollutant concentrations at receptors located at junctions.

It is noted that Surrey County Council has made comments in a letter[5] by Abigail Solway, dated 7th February 2020, concerning assumptions made in the Transport Assessment produced by Vectos. If traffic data is revisited and altered, the change should be reviewed to determine whether it may impact the outcome of the air quality assessment.

With regard to plant emissions, five back-up boilers have been modelled using ADMS-5 using inputs provided in Table A3.3 in Annex 3 of Appendix 4. Building downwash effects were included in the model. It is noted that the source of the assumptions made with regard to time per year the boiler plant will be operational is not provided. In addition, energy plant specifications are included in Section A5 of Appendix 4. To ensure the final plant does not lead to impacts greater than those modelled, it is recommended that WBC use the specifications in this section as a benchmark and referenced in planning conditions. If boiler plant design changes from information in Table A5.1, modelling should be updated.

2.6 Selection of background pollutant concentrations and handling of future uncertainty with regard to air quality

Background pollutant concentrations have been obtained from the latest version of the Defra produced background maps (2017-based maps). The background NO_2 concentrations obtained from these maps were compared to concurrent monitoring data from national site to calculate a calibration factor applied to both baseline and future year background concentrations. As this has resulted in a slightly higher NO_2 background concentration for future years. This is a conservative approach and considered to be acceptable.

As part of the air quality assessment a sensitivity test was carried out, as detailed in section A3.5 in Annex 3. Due to the assumption made in calculating traffic emission factors provided in Defra's Emissions Factor Toolkit (EFT), mainly that diesel cars and vans registered after 2020 will emit significantly less, the CURED v3A tool has been used as an alternative to calculate emissions from vehicles in the future scenarios.

In addition, for use in the sensitivity test, NO_2 background concentrations have been calculated using the 2015-based Defra background maps with uplifted road-traffic components to use alongside the CURED 3A tool that was based on previous versions of Defra's tools.

Both the 'official' methodology and sensitivity test modelling results have been presented in the ES Chapter allowing for comparison.

[5]Surrey County Council (2020) Available at: https://caps.woking.gov.uk/online-applications/files/5A3948DA7566C5C76F01FF17A5FE9098/pdf/PLAN_2019_1176-SCC_HIGHWAYS-693463.pdf

2.7 Consideration of cumulative impacts

The cumulative impact to air quality of the Proposed Development and other proposed developments in the vicinity, specifically emissions associated with traffic, the CHP plant and two boiler plant units at the Egley Road development, were taken into account. Therefore, the assessment as reported is considered to be cumulative. This is a standard approach in air quality assessments and is considered to be appropriate.

2.8 Suitability and necessity of any mitigation measures proposed

Appropriate air quality mitigation is listed in Chapter 15, including parameters for boiler plant and actions to minimise dust from the construction phase. As there are not expected to be significant impact to air quality at sensitive human receptors, it is suitable to not have included mitigation measures to reduce emissions from road traffic.

3. Conclusions

Chapter 8 of the ES has concluded that there will be no significant impacts to existing or proposed sensitive human receptors during the construction or operational phases of the Proposed Development.

After independent review of Chapter 8, the following recommendation can be made:

- The impact of the Proposed Development, both alone and in-combination, on pollutant concentrations and deposition in the Thames Basin Heath SPA requires further consideration;
- A Dust Management Plan (DMP) including the mitigation measures provided in Annex 6 of Appendix 3 should be produced and agreed by WBC;
- Boiler plant design should be submitted and agreed by WBC, ensuring that parameters do not exceed specifications modelled in the air quality assessment. In this instance, remodelling should be requested;
- All five emergency diesel generators should be tested simultaneously (or in the same hour) and should be restricted to operating twelve hours per year; and
- WBC should be mindful of the comments made by Surrey County Council regarding validity of predicted traffic flows as these were used in air quality modelling and have the potential to impact robustness of the air quality assessment.

Issued by	Approved by
Signature here	Signature here
.....	.....
Lauren Buchanan	**Ben Warren**

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Appendix A: Review of Air Quality Assessment: Application reference PLAN/2019/1176 (final response)

Technical note – Review of Air Quality Assessment:
Application reference PLAN/2019/1176

1. Introduction

Wood Environment and Infrastructure Solutions UK Ltd (Wood) have prepared this Technical Note on behalf of Woking Borough Council (WBC) to provide a detailed review of the air quality assessment provided in Chapter 8 of the Environmental Statement (ES) produced in support of planning application PLAN/2019/1176 (Land South of Kingfield Road and East of Westfield Avenue, Westfield Avenue, Westfield, Woking, Surrey, GU22 9PF). This air quality assessment was undertaken by Air Quality Consultants Ltd (AQC).

Woking Football Club Environmental Statement Non-Technical Summary, ES Chapter 8 Air Quality, ES Appendix 04 Air Quality and ES Chapter 15 Mitigation and Monitoring have been reviewed. In addition, a Technical Note covering 'Analysis of Ecological Impacts at the Thames Basin Heath Special Protection Area (SPA)'[1] was produced by AQC in March 2020 for review.

The following methodological aspects have been considered and used to draw overall conclusions on the appropriateness of the assessment and robustness of conclusions:

- The assessment of dust from demolition and construction;
- Suitability of sensitive receptors, road links modelled, and assessment years chosen for determining potential for significant impact to air quality;
- Model verification methodology undertaken in line with Local Air Quality Management Technical Guidance (LAQM.TG(16))[2];
- Suitability of modelled scenarios and reliability of traffic data used for each;
- Selection of background pollutant concentrations and handling of future uncertainty with regard to air quality;
- Consideration of cumulative impacts; and
- Suitability and necessity of any mitigation measures proposed.

This review does not include consideration of the validity of traffic data provided for dispersion modelling in support of the air quality assessment.

[1] Air Quality Consultants Ltd. (2020) Analysis of Ecological Impacts at the Thames Basin Heath SPA Air Quality Assessment.
[2] Defra Technical Guidance LAQM.TG(16) https://laqm.defra.gov.uk/technical-guidance/

2. Review of assessment methodology

2.1 Consideration of relevant policy and guidance

Annex 1 in Appendix 4 (Air Quality) comprehensively details the Environment Protection UK (EPUK) and Institute of Air Quality Management[3] (IAQM) guidance on air quality assessment, including what should be included and significance criteria. The air quality assessment methodology follows this guidance.

Annex 7 in Appendix 4 outlines the policy context, including national and local policy.

2.2 Construction phase

The assessment of effects from dust during demolition and construction has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance[4]. The dust emission magnitude is considered to be large for demolition, earthworks and construction, and medium for trackout. The measures in Section A6 of Appendix 4 are predicted to reduce effects such that residual effects from construction works would be 'not significant'. This is a standard approach and is considered to be appropriate.

In terms of impact to sensitive receptors from construction traffic, across the 6-year construction period the maximum Annual Average Daily Traffic (AADT) flow when considering the Proposed Development and Egley Road development together will generate a maximum of 78 Heavy Duty Vehicle (HDV) movements. On the basis that the HDVs will not be routed through any Air Quality Management Areas (AQMA), the need for detailed assessment of impacts was scoped out of the assessment as the number of HDVs is fewer than 100 AADT, which is the trigger for undertaking a detailed assessment. This is considered to be an acceptable approach.

2.3 Suitability of sensitive receptors, road links modelled and assessment years chosen for determining potential significant impact to air quality

Sensitive receptors

Pollutant concentrations have been predicted at a number of existing sensitive receptors and receptors within the Proposed Development and Egley Road development as detailed in Table 8.3 - 8.4 and Figures 8.1 – 8.5.

The existing receptors include residential properties, schools and nurseries, in accordance with the guidance on identifying sensitive receptors provided in LAQM.TG(16). In addition, modelled receptors were chosen within AQMA 2, declared by WBC for exceedance of the annual mean NO_2 Air Quality Objective (AQO). The height at which receptors have been modelled has been altered depending on whether the receptors are likely to be children or adults, and if they are located at ground, first, second or third floor level; this is an appropriate approach.

Similarly, sensitive receptors at the Proposed Development have been modelled at differing heights to represent different storeys in the residential blocks.

[3] Environment Protection UK (EPUK) & Institute of Air Quality Management (2017) Guidance on land-use planning and development control: Planning for Air Quality.
[4] IAQM (2014) Guidance on the assessment of dust from demolition and construction

Overall, the selected human receptors are considered to be appropriate to determine the effects of the Proposed Development on air quality.

There are a number of nationally and internationally designated sites in the Thames Basin Heaths Special Protection Area (SPA), at which nitrogen sensitive species are present, such as Smart's and Prey Heaths SSSI within 200 m of the A320. The necessity to assess the potential air quality impacts on sensitive ecological receptors is specifically identified in Policy DM6 in WBC's Local Development Documents**Error! Bookmark not defined.**. Sensitive ecological receptors were not considered within the Air Quality ES Chapter, however a Technical Note was produced in March 2020 assessing the potential impact to sensitive ecological receptors. Traffic flows from the Habitats Regulations Assessment[5] (HRA), produced for the evidence base of WBC site allocations Development Plan Document[6], were used alongside traffic flows for the Proposed Development to undertake a cumulative assessment as per IAQM guidance[7]. It is likely that this approach led to some double counting of traffic movements, so is considered to be conservative.

This approach was discussed and agreed with Natural England and is considered to be appropriate to determine the likely affects of the Proposed Development on air quality at sensitive ecological receptors.

The change in acid deposition due to the increase in traffic associated with the Proposed Development has not been included, however considering the overall improvement in nutrient nitrogen deposition in the Do-Something scenario when compared to the 2014 Base, it is likely that acid deposition would follow the same projection.

It should be noted that the Technical Note does not state whether the cumulative impact of the CHP plant and two boiler plant units at the Egley Road development have been included in the assessment, so clarification should be sought from AQC as to whether this was discussed with Natural England. Although the effects of CHP plant and boiler are likely to be small at SPAs due to the distance from the site.

Assessment years

The Proposed Development is scheduled to be completed in 2025, with the first residents occupying Block 1 from mid-2021, as detailed in Section 8.22. With this in mind, concentrations of NO_2, PM_{10} and $PM_{2.5}$ associated with traffic, diesel generators and gas-fired plant emissions have been predicted for the following scenarios:

- 2018 Baseline;
- 2021 Without Scheme;
- 2021 With Kingfield Road Scheme; and
- 2021 With Kingfield Road and Egley Road Schemes.

The year 2021 is considered to be appropriate as this is when the first residents will occupy the site in Block 1. Also, it is considered to be a conservative approach to use 2021 for all assessment years, rather than using 2025 for the opening year as pollution emissions and concentrations are predicted to fall year on year.

These scenarios align with the proposed phasing and are therefore considered to be appropriate to determine the effects of the Proposed Development on air quality.

[5] AECOM (2018a) Woking Borough Council Site Allocation DPD – Habitat Regulations Assessment.
[6] WBC (2018) Site Allocations Development Plan Document.
[7] Institute of Air Quality Management (2019) A guide to the assessment of air quality impacts on designated nature conservation sites 2019.

2.4 Model verification methodology undertaken in line with Local Air Quality Management Technical Guidance (LAQM.TG(16))

As can be seen in Annex 3, verification of modelled NO_X and NO_2 concentrations has been undertaken in accordance with the guidance in LAQM.TG(16). Modelled NO_2 concentrations have been compared with concentrations monitored using diffusion tubes deployed by WBC: sites YR, YR1, LTK, CH, CH2, CH3 and CH4.

It is noted that five of these diffusion tubes are classified as 'kerbside' (i.e. within 1 m of the kerb). LAQM.TG(16) states that kerbside diffusion tubes are not recommended for the adjustment of road traffic modelling results as it may cause an over-adjustment, unless they are representative of the location of sensitive receptors. The selected diffusion tubes are not considered representative of sensitive receptors in the study area as most dwellings are 3 – 10 m from the kerb, however as there are few 'roadside' diffusion tubes available in the vicinity of the Proposed Development and using 'kerbside' sites is likely to result in an over-adjustment of results this approach is considered acceptable.

There is a lack of available monitoring data in the area for PM_{10} and $PM_{2.5}$ and the adjustment factor calculated for NO_2 has been used to adjust road traffic contribution to PM_{10} and $PM_{2.5}$ concentrations. This is a suitable approach.

Model verification is not undertaken for ADMS-5, so no adjustment factor was applied in line with industry practice.

2.5 Suitability of modelled scenarios and reliability of data used for each

NO_2, PM_{10} and $PM_{2.5}$ pollutants of concern relating to traffic, diesel generators and gas-fired plant emissions were modelled.

Farnborough meteorological station was used in modelling, which is considered to be representative of the development site.

As stated in A3.3 in Annex 3, traffic and speed data was provided by Vectos, Transport Consultants for the project. It is stated that some speeds were altered due to proximity to a junction or road layout using professional judgement. After review of the average speed on each modelled road link provided in Figure A3.1, this is considered an appropriate approach to more accurately predict the likely higher pollutant concentrations at receptors located at junctions.

It is noted that Surrey County Council has made comments in a letter[8] by Abigail Solway, dated 7th February 2020, concerning assumptions made in the Transport Assessment produced by Vectos. If traffic data is revisited and altered, the change should be reviewed to determine whether it may impact the outcome of the air quality assessment.

With regard to plant emissions, five back-up boilers have been modelled using ADMS-5 using inputs provided in Table A3.3 in Annex 3 of Appendix 4. Building downwash effects were included in the model. It is noted that the source of the assumptions made with regard to time per year the boiler plant will be operational is not provided. In addition, energy plant specifications are included in Section A5 of Appendix 4. To ensure the final plant does not lead to impacts greater than those modelled, it is recommended that WBC use the specifications in this section as a benchmark and referenced in planning conditions. If boiler plant design changes from information in Table A5.1, modelling should be updated.

[8]Surrey County Council (2020) Available at: https://caps.woking.gov.uk/online-applications/files/5A3948DA7566C5C76F01FF17A5FE9098/pdf/PLAN_2019_1176-SCC_HIGHWAYS-693463.pdf

2.6 Selection of background pollutant concentrations and handling of future uncertainty with regard to air quality

Background pollutant concentrations have been obtained from the latest version of the Defra produced background maps (2017-based maps). The background NO_2 concentrations obtained from these maps were compared to concurrent monitoring data from national site to calculate a calibration factor applied to both baseline and future year background concentrations. As this has resulted in a slightly higher NO_2 background concentration for future years. This is a conservative approach and considered to be acceptable.

As part of the air quality assessment a sensitivity test was carried out, as detailed in section A3.5 in Annex 3. Due to the assumption made in calculating traffic emission factors provided in Defra's Emissions Factor Toolkit (EFT), mainly that diesel cars and vans registered after 2020 will emit significantly less, the CURED v3A tool has been used as an alternative to calculate emissions from vehicles in the future scenarios.

In addition, for use in the sensitivity test, NO_2 background concentrations have been calculated using the 2015-based Defra background maps with uplifted road-traffic components to use alongside the CURED 3A tool that was based on previous versions of Defra's tools.

Both the 'official' methodology and sensitivity test modelling results have been presented in the ES Chapter allowing for comparison.

2.7 Consideration of cumulative impacts

The cumulative impact to air quality of the Proposed Development and other proposed developments in the vicinity, specifically emissions associated with traffic, the CHP plant and two boiler plant units at the Egley Road development, were taken into account. Therefore, the assessment as reported is considered to be cumulative. This is a standard approach in air quality assessments and is considered to be appropriate.

2.8 Suitability and necessity of any mitigation measures proposed

Appropriate air quality mitigation is listed in Chapter 15, including parameters for boiler plant and actions to minimise dust from the construction phase. As there are not expected to be significant impact to air quality at sensitive human receptors, it is suitable to not have included mitigation measures to reduce emissions from road traffic.

3. Conclusions

Chapter 8 of the ES has concluded that there will be no significant impacts to existing or proposed sensitive human receptors during the construction or operational phases of the Proposed Development.

After independent review of Chapter 8, the following recommendation can be made:

- A Dust Management Plan (DMP) including the mitigation measures provided in Annex 6 of Appendix 3 should be produced and agreed by WBC;
- Boiler plant design should be submitted and agreed by WBC, ensuring that parameters do not exceed specifications modelled in the air quality assessment. In this instance, remodelling should be requested;
- All five emergency diesel generators should be tested simultaneously (or in the same hour) and should be restricted to operating twelve hours per year; and

- WBC should be mindful of the comments made by Surrey County Council regarding validity of predicted traffic flows as these were used in air quality modelling and have the potential to impact robustness of the air quality assessment.

Issued by	Approved by
	pp 
.....	.....
Lauren Buchanan	**Ben Warren**

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Appendix B: Air Quality Note: Analysis of Ecological Impacts at Thames Basin Heaths SPA, March 2020

Air Quality Note:
Analysis of Ecological Impacts at Thames Basin Heaths SPA

March 2020

Experts in air quality management & assessment

Document Control

Client	GolDev	**Principal Contact**	Abbey Musker (TRIUM Environmental LLP)

Job Number	J3654

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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J3654B/1/F1	9 March 2020	Final	Laurence Caird (Associate Director)

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1 Introduction

1.1 GolDev has submitted a planning application (PLAN/2019/1176) to Woking Borough Council in December 2019, for redevelopment of the Woking Football Club (FC) site, involving the demolition of all existing buildings and structures at the site and construction of a replacement stadium with ancillary facilities including retail, hospitality and community spaces, independent retail space, a medical centre and 1,048 residential dwellings and associated parking (thereafter referred to as the 'proposed development').

1.2 Woking Borough Council is currently in the process of adopting a new series of Local Development Documents, collectively referred to as 'Woking 2027'. As part of this, Woking has published a draft Site Allocation Development Plan Document (DPD) (Woking Borough Council, 2018), which includes the redevelopment of the Woking FC site (referenced in the DPD as site UA51).

1.3 Woking Borough Council has completed a Habitat Regulations Assessment (HRA) (AECOM, 2018a) of the Site Allocation DPD, in order to assess the impacts that the proposed allocations would have on the European designated Thames Basin Heaths Special Protection Area (SPA) in isolation or in combination with other plans and projects. The HRA was based on the allocated site UA51 consisting of the football stadium and 40 dwellings.

1.4 The proposed development offset out within the planning application PLAN/2019/1176 includes, as detailed above, greater provision for residential dwellings, with a proposed 1,048 dwellings in additional to the football stadium and ancillary uses.

1.5 Natural England (NE) has objected to the proposed development on the basis that it *"has the potential to result in the net increase in traffic movements along one or more major roads which pass 200m of the Thames Basin Heaths SPA and/or Thursley, Ash, Pirbright and Chobahm SAC […]"*.

1.6 A discussion was held with NE on 4th March 2020, and it was agreed that an assessment of the potential impacts of the proposed development on the Thames Basin Heaths SPA is to be carried out, to account for the potential traffic generated by a greater quantum of development at the Woking FC site than was allocated in the Site Allocation DPD. It was agreed with NE that the existing site allocations HRA could be relied upon as a baseline for this assessment.

1.7 This technical note thus presents an assessment of the likely impacts that the proposed development could have on the conclusions of the HRA prepared as part of 'Woking 2027'.

1.8 The sections below present the adopted approach, results and conclusions, and follows a methodology agreed with NE.

2 Assessment Scope

2.1 The site allocations HRA considered the impacts associated with traffic generated by the allocated sites at seven sections of the Thames Basin Heaths SPA; namely Ockham and Wisley Commons (Site 1), Horsell Common (Site 3), two locations at Colony Bog and Bagshot Heath (Site 4 and Site 7), Whitmoor Common (Site 5), Ash to Brookwood Heaths (Site 6), and Hornsell Common (Site 8). The site numbers represent the site numbers assigned to each section of the SPA in the site allocations HRA. Basingstoke Canal Site of Special Scientific Interest (SSSI) was listed as Site 2 in the HRA, but did not warrant further assessment. This site has therefore not been considered further in this analysis.

2.2 Figure 1 below displays the site of proposed development, and the seven sections of the Thames Basin Heaths included in the HRA.

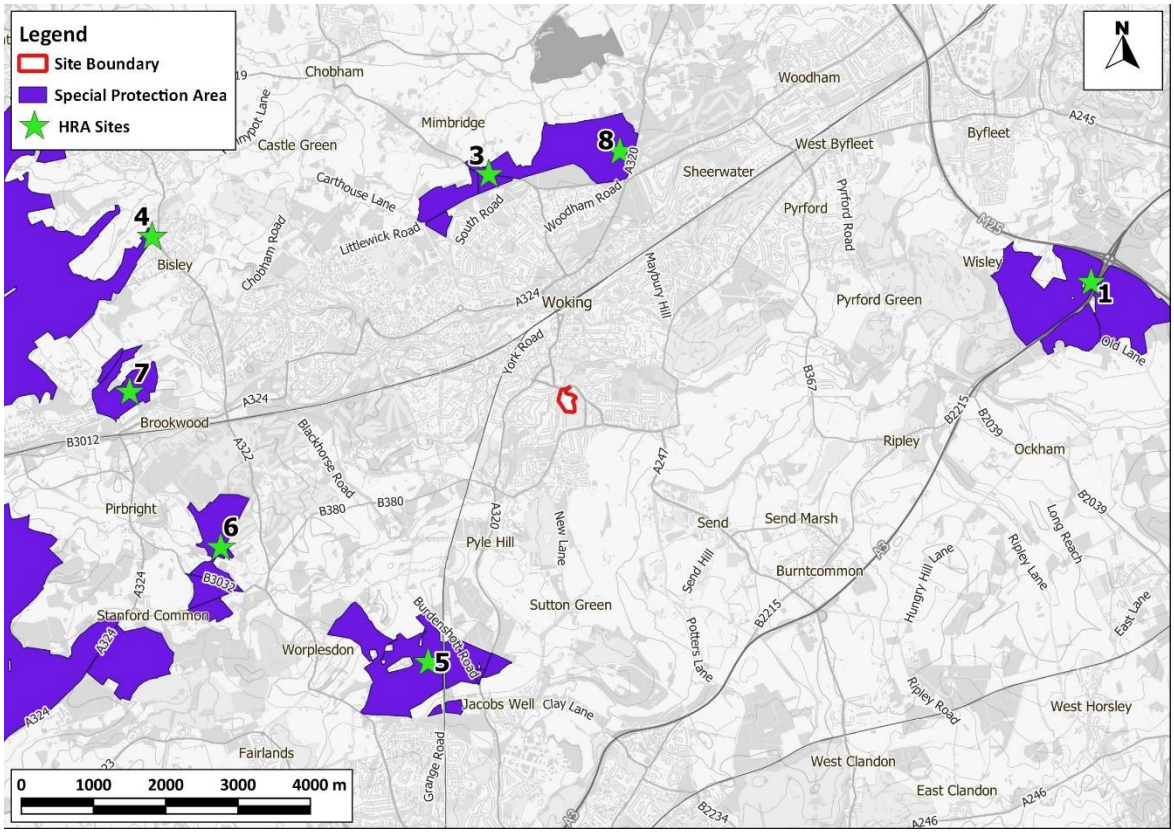

Figure 1: Location of Proposed Development Site and HRA Sites

2.3 The HRA considered three scenarios, with scenario B corresponding to the Core Strategy housing provision, scenario D corresponding to the Core Strategy provision plus a potential additional 500 dwellings on green belt land at Mayford, and scenario F corresponding to the Core Strategy provision

plus a potential additional 592 new dwellings on green belt land at West Byfleet. The predicted increases in annual mean NOx concentration and levels of nutrient nitrogen deposition as a result of the increases in road traffic emissions were the greatest for Scenario D, thus the analysis presented in this Note focuses on this scenario.

3 Traffic Data

3.1 Traffic data for Scenario D, which were used as the basis for the modelling undertaken as part of the HRA, were sourced from the appendices to the HRA (AECOM, 2018b). The transport consultant appointed for the proposed development was consulted in order to determine the increases in traffic associated with the proposed development on the seven sections of roads considered as part of the HRA. It was confirmed that the proposed development would only lead to increases in traffic on roads passing by Sites 1, 4, 5 and 8. Any effect associated with a greater provision at the proposed development site onto Sites 3, 6 and 7 can thus be discounted. Further assessment is required with regards to the affected Sites.

3.2 A summary of the increases in traffic resulting from Woking site allocations, alongside increases in traffic associated with the proposed development, at the four considered sites with the Thames Basin Heaths SPA, is presented in Table 1 below.

Table 1: Traffic Increases in HRA and as a Result of the Proposed Development

Site	Road	Traffic Increases (AADT)[a]		
		HRA[b]	Proposed Development	Assessed
1	A3 (on the approach to Junction 10 of the M25)	1,891[c]	455	2,346[c]
4	A322 Guildford Road	1,851	171	2,022
5	A320 Guildford Road	2,490	599	3,089
8	A320 Chertsey Road	5,263	283	5,546

[a] Annual Average Daily Traffic

[b] Increase associated with the allocated sites

[c] Number determined based on increases on the A320 Guildford Road, and traffic distribution on the A320/A3 advised by the project transport consultants.

3.3 In the absence of detailed information, traffic generation associated with the allocated site UA51 (i.e. stadium and 40 dwellings), which has been considered in the HRA, was not discounted from the proposed development traffic increases presented in Table 1 . This analysis can thus be considered conservative, as in reality, the net increase in traffic associated with a larger quantum of development at Woking FC will be lower than presented in Table 1.

3.4 It should be noted that the traffic analysis examined Annual Average Daily Traffic (AADT) changes. The proposed stadium contributes very little to AADT flows (a maximum of 15 AADT on any road that passes within 200 m of the SPA). This is because the stadium is only in use for approximately 28 events per year, during which it generates traffic in the hour or two running up to and immediately following an event, but outside of these times does not generate any traffic at all. When the stadium traffic generated in these small number of time periods (usually Saturdays during the football season) are averaged out over the whole year, they represent a very small proportion of the AADT.

4 Assessment Results

4.1 The site allocations HRA presents the total annual mean NOx concentrations and nutrient nitrogen deposition levels in 2014 (Base), in 2026 without the allocated sites (2026 Do-Min) and in 2026 with the allocated sites developed and operational (2026 Do-Some). The differences between the Do-Some and Do-Min scenarios correspond to changes in concentrations and deposition levels attributable to road traffic generated by Woking's allocated sites, in 2026. The differences between the Do-Some and Base scenarios correspond to the 'in combination effects' of the allocated sites in Woking and other plans and development outside of Woking (refer to Section 2.6 of the HRA for further details), taking account of the improvements in background pollutant levels and vehicle emission factors between 2014 and 2026. As background pollutant levels and vehicle emission factors are projected to improve with time, the 'in-combination' effects presented in the HRA and below show overall improvements in concentrations.

4.2 The assessment of the proposed development has been to uplift the results of the site allocations DPD based on the additional predicted traffic generated by the proposed development as set out in Table 1. This means that the air quality modelling methodology remains consistent with that used by Woking Council in the site allocations HRA, the appendices of which can be referred to for details of the modelling approach (AECOM, 2018b).

Annual Mean NOx Concentrations

4.3 The predicted increases in annual mean NOx concentrations associated with Scenario D of the HRA, and uplifted to account for the proposed development, are presented in Table 3, Table 4, and Table 5 for Sites 1, 4, 5 and 8 respectively. For the 2026 Do Something scenario, the results presented in the HRA (columns labelled "HRA"), and the adjusted results based on additional traffic generated by the proposed development (columns labelled "Adj.") are both presented. Cells in the tables are highlighted grey to highlight exceedances of annual mean NOx critical level, and to highlight where changes in concentrations exceed the 1% screening threshold (as applied in the site allocations HRA).

Table 2: Site 1 – Annual Mean NOx concentrations and Predicted Changes

Distance from Link Road (m)	Annual Mean NOx (µg/m³)				Change (µg/m³)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
South_0m	95.30	45.60	45.82	45.87	0.22	0.27	-49.48	-49.43	0.73%	0.91%
South_50m	38.92	21.96	22.01	22.02	0.05	0.06	-16.91	-16.90	0.17%	0.21%
South_100m	32.65	19.38	19.41	19.42	0.03	0.04	-13.24	-13.23	0.10%	0.12%
South_150m	29.99	18.29	18.31	18.31	0.02	0.02	-11.67	-11.68	0.07%	0.08%
South_200m	28.56	17.71	17.72	17.72	0.02	0.01	-10.83	-10.84	0.07%	0.04%
North_0m	65.70	32.90	33.04	33.07	0.14	0.17	-32.66	-32.63	0.47%	0.58%
North_50m	37.05	21.16	21.20	21.21	0.04	0.05	-15.84	-15.84	0.13%	0.17%
North_100m	31.66	18.97	19.00	19.01	0.03	0.04	-12.67	-12.65	0.10%	0.12%
North_150m	29.43	18.06	18.08	18.08	0.02	0.02	-11.35	-11.35	0.07%	0.08%
North_200m	28.18	17.56	17.57	17.57	0.01	0.01	-10.61	-10.61	0.03%	0.04%
Critical Level /Screening Criterion	CL = 30 µg/m³				SC = 0.3 µg/m³				SC = 1%	

Table 3: Site 4 – Annual Mean NOx concentrations and Predicted Changes

Distance from Link Road (m)	Annual Mean NOx (µg/m³)				Change (µg/m³)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
20	31.29	19.78	20.63	20.71	0.85	0.93	-10.66	-10.58	2.83%	3.10%
70	21.88	15.35	15.59	15.61	0.24	0.26	-6.3	-6.27	0.80%	0.87%
120	20.11	14.53	14.65	14.66	0.12	0.13	-5.46	-5.45	0.40%	0.44%
170	19.38	14.19	14.26	14.27	0.07	0.08	-5.12	-5.11	0.23%	0.25%
Critical Level /Screening Criterion	CL = 30 µg/m³				SC = 0.3 µg/m³				SC = 1%	

Table 4: Site 5 – Annual Mean NOx concentrations and Predicted Changes

Distance from Link Road (m)	Annual Mean NOx (µg/m³)				Change (µg/m³)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
West_0m	34.32	20.25	20.60	20.67	0.34	0.42	-13.73	-13.65	1.13%	1.41%
West_50m	20.52	14.32	14.37	14.38	0.05	0.06	-6.15	-6.14	0.17%	0.21%
West_100m	19.42	13.85	13.88	13.89	0.03	0.04	-5.54	-5.53	0.10%	0.12%
West_150m	19.01	13.68	13.70	13.70	0.02	0.02	-5.31	-5.31	0.07%	0.08%
West_200m	18.8	13.59	13.61	13.60	0.01	0.01	-5.19	-5.20	0.03%	0.04%
East_0m	42.59	23.78	24.30	24.43	0.52	0.65	-18.29	-18.16	1.73%	2.15%
East_50m	21.08	14.55	14.61	14.62	0.06	0.07	-6.46	-6.46	0.20%	0.25%
East_100m	19.69	13.97	14.00	14.01	0.03	0.04	-5.69	-5.68	0.10%	0.12%
East_150m	19.19	13.76	13.78	13.78	0.02	0.02	-5.41	-5.41	0.07%	0.08%
East_200m	18.94	13.65	13.67	13.67	0.02	0.02	-5.27	-5.27	0.07%	0.08%
Critical Level /Screening Criterion	CL = 30 µg/m³				SC = 0.3 µg/m³				SC = 1%	

Table 5: Site 8 – Annual Mean NOx concentrations and Predicted Changes

Distance from Link Road (m)	Annual Mean NOx (µg/m³)				Change (µg/m³)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
5	45.53	20.78	21.07	21.09	0.29	0.31	-24.46	-24.44	0.97%	1.02%
50	23.72	16.11	16.14	16.15	0.04	0.04	-7.58	-7.57	0.13%	0.14%
100	22.12	15.78	15.8	15.80	0.02	0.02	-6.33	-6.32	0.07%	0.07%
150	21.53	15.66	15.67	15.67	0.01	0.01	-5.86	-5.86	0.03%	0.04%
200	21.22	15.59	15.6	15.60	0.01	0.01	-5.62	-5.62	0.03%	0.04%
Critical Level /Screening Criterion	CL = 30 µg/m³				SC = 0.3 µg/m³				SC = 1%	

4.4 These results show that in 2026, the annual mean NOx concentrations remain below the critical level at all sites, and at all distances from the road, with or without the proposed development included in the analysis. This is with the exception of Site 1, where an the critical level is predicted to be exceeded within 50 m of the road (see receptor South_0m), although the exceedances occurs in the baseline and is not caused by the site allocations nor proposed development.

4.5 At Sites 1, 4 and 5, the predicted changes in concentrations as a result of the allocated sites are not materially different to the changes in concentrations with the allocated site and proposed development. It can therefore be concluded that at these sites, the additional traffic from the proposed development does not alter the conclusions of the site allocations HRA.

4.6 At Site 8, within five meters from the road, the predicted change in NOx concentrations increases from just below the screening criterion (0.97%) with the site allocations alone, to just above the screening criterion (1.02%) with the site allocations and proposed development. However, this is a very minor difference and total concentrations remain well below the critical level, thus the overall effects remain not significant.

Nutrient Nitrogen Deposition

4.7 The predicted increases in nutrient nitrogen deposition associated with Scenario D of the HRA, and uplifted to account for additional traffic generated by the proposed development, are presented in Table 6, Table 7, Table 8 and Table 9 for Sites 1, 4, 5 and 8. Results in the tables are presented for the existing HRA (columns labelled “HRA”), and the adjusted results based on additional traffic generated by the proposed development (columns labelled “Adj.”). Cells in the tables are highlighted grey to highlight exceedances of the nitrogen deposition critical load.

Table 6: Site 1 – Nutrient Nitrogen Deposition Levels and Predicted Changes

Distance from Link Road (m)	Nutrient Nitrogen Deposition (kgN/ha/yr)				Change (kgN/ha/yr)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
South_0m	13.69	10.74	10.74	10.75	0.01	0.01	-4.7	-4.70	0.10%	0.12%
South_50m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.43	-3.43	<0.1%	<0.1%
South_100 m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.25	-3.25	<0.1%	<0.1%
South_150 m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.17	-3.17	<0.1%	<0.1%
South_200 m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.13	-3.13	<0.1%	<0.1%
North_0m	13.69	10.74	10.74	10.75	0.01	0.01	-4.11	-4.11	0.10%	0.12%
North_50m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.38	-3.38	<0.1%	<0.1%
North_100m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.22	-3.22	<0.1%	<0.1%
North_150m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.15	-3.15	<0.1%	<0.1%
North_200m	13.69	10.74	10.74	10.74	+<0.01	+<0.01	-3.12	-3.12	<0.1%	<0.1%
Critical Load /Screening Criterion	CL = 10 kgN/ha/yr				SC = 0.1 kgN/ha/yr				SC = 1%	

Table 7: Site 4 – Nutrient Nitrogen Deposition Levels and Predicted Changes

Distance from Link Road (m)	Nutrient Nitrogen Deposition (kgN/ha/yr)				Change (kgN/ha/yr)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
20	14.01	10.74	10.78	10.78	0.04	0.04	-3.23	-3.23	0.40%	0.44%
70	13.54	10.52	10.53	10.53	0.01	0.01	-3.01	-3.01	0.10%	0.11%
120	13.44	10.48	10.49	10.49	0.01	0.01	-2.96	-2.96	0.10%	0.11%
170	13.41	10.46	10.46	10.46	+<0.01	+<0.01	-2.94	-2.94	<0.1%	<0.1%
Critical Load /Screening Criterion	**CL = 10 kgN/ha/yr**				**SC = 0.1 kgN/ha/yr**				**SC = 1%**	

Table 8: Site 5 – Nutrient Nitrogen Deposition Levels and Predicted Changes

Distance from Link Road (m)	Nutrient Nitrogen Deposition (kgN/ha/yr)				Change (kgN/ha/yr)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
West_0m	14.97	11.41	11.43	11.43	0.02	0.02	-3.54	-3.54	0.20%	0.25%
West_50m	14.27	11.11	11.12	11.12	+<0.01	+<0.01	-3.15	-3.15	<0.1%	<0.1%
West_100m	14.21	11.09	11.09	11.09	+<0.01	+<0.01	-3.12	-3.12	<0.1%	<0.1%
West_150m	14.19	11.08	11.08	11.08	+<0.01	+<0.01	-3.11	-3.11	<0.1%	<0.1%
West_200m	14.18	11.08	11.08	11.08	+<0.01	+<0.01	-3.1	-3.10	<0.1%	<0.1%
East_0m	15.37	11.59	11.61	11.63	0.03	0.04	-3.75	-3.74	0.30%	0.37%
East_50m	14.30	11.13	11.13	11.13	+<0.01	+<0.01	-3.17	-3.17	<0.1%	<0.1%
East_100m	14.23	11.10	11.10	11.10	+<0.01	+<0.01	-3.13	-3.13	<0.1%	<0.1%
East_150m	14.20	11.09	11.09	11.09	+<0.01	+<0.01	-3.11	-3.11	<0.1%	<0.1%
East_200m	14.19	11.08	11.08	11.08	+<0.01	+<0.01	-3.11	-3.11	<0.1%	<0.1%
Critical Load /Screening Criterion	**CL = 10 kgN/ha/yr**				**SC = 0.1 kgN/ha/yr**				**SC = 1%**	

Table 9: Site 8 – Nutrient Nitrogen Deposition Levels and Predicted Changes

Distance from Link Road (m)	Nutrient Nitrogen Deposition (kgN/ha/yr)				Change (kgN/ha/yr)				% Change	
	2014 Base	2026 Do-Min	2026 Do-Some		Do-Some – Do-Min		Do-Some - Base		Do-Some – Do-Min	
			HRA	Adj.	HRA	Adj.	HRA	Adj.	HRA	Adj.
5	14.52	10.65	10.66	10.67	0.01	0.01	-3.86	-3.86	0.10%	0.11%
50	13.46	10.42	10.42	10.42	+<0.01	+<0.01	-3.04	-3.04	<0.1%	<0.1%
100	13.38	10.4	10.4	10.4	+<0.01	+<0.01	-2.98	-2.98	<0.1%	<0.1%
150	13.34	10.39	10.39	10.39	+<0.01	+<0.01	-2.95	-2.95	<0.1%	<0.1%
200	13.33	10.39	10.39	10.39	+<0.01	+<0.01	-2.94	-2.94	<0.1%	<0.1%
Critical Load /Screening Criterion	**CL = 10 kgN/ha/yr**				**SC = 0.1 kgN/ha/yr**				**SC = 1%**	

4.8 The assessment of impacts on nitrogen deposition demonstrate that there are no material differences between the assessment of the site allocations alone and the assessment of the site allocations with additional traffic from the proposed development. The predicted increases in nutrient nitrogen deposition levels remain below the screening criterion at all sites, and all distances from the road. The total nutrient nitrogen deposition levels remain, however, above the critical load across all sites, due to baseline levels already exceeding the CL. The effects, as concluded in the site allocations HRA, are not significant.

5 Summary and Conclusions

5.1 Results presented in this report show that larger quantum of development proposed at the Woking FC site that was considered in Woking Borough Council's site allocations HRA, will not materially change the results or conclusions of the assessment.

5.2 Although traffic associated with allocated sites (and proposed development) leads to increases in annual mean NOx concentrations greater than 1% of the CL at some locations, these increases are already predicted to occur with the site allocations tested in the HRA, and such increases are limited to locations very close to roads, where, as detailed in the HRA, *"any effects are likely to be subtle as the area closest to the roadside is the area most likely to be already affected by other road influences[…]"*.

5.3 With regards to nutrient nitrogen deposition levels, the increase in traffic associated with the site allocations and proposed development does not lead to the screening criterion (i.e. 1% of the CL) being exceeded at any location and the conclusions of the HRA that these effects are not significant remains valid.

5.4 Overall, the increased quantum of development at Woking FC relative to the allocation set out in Woking's site allocation DPD, does not affect the conclusions of the supporting HRA in terms of annual mean NOx concentrations and nutrient nitrogen deposition levels, with the effects associated with Woking's allocated site considered to be 'not significant'.

5.5 Overall the impacts of the proposed development on the Thames Basin Heaths SPA will be not significant.

6 References

AECOM (2018a) *Woking Borough Council Site Allocation DPD - Habitats Regulations Assessment*.

AECOM (2018b) *Habitat Regulations Assessment appendicies*, [Online], Available: https://www.woking2027.info/ldfresearch/hra/habregassapp.

Woking Borough Council (2018) *Site Allocation Development Plan Document*.

7 Glossary

Exceedance	A period of time when the concentration of a pollutant is greater than the appropriate air quality objective. This applies to specified locations with relevant exposure
µg/m^3	Micrograms per cubic metre
NOx	Nitrogen oxides (taken to be NO_2 + NO)
SPA	Special Protection Area

Appendix C: Review of Noise Assessment – Planning Application 2019/1176 (initial response)

Technical note:
Review of Noise Assessment – Planning Application 2019/1176

1. Introduction

Woking Football Club & GolDev Woking have submitted application PLAN/2019/1176:

"Redevelopment of site following demolition of all existing buildings and structures to provide replacement stadium with ancillary facilities including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3) and 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 11 storeys (plus lower ground floor and partial basement levels) on the south and west sides of the site together with hard and soft landscaping, highway works, vehicle parking, bin storage, cycle storage, plant and other ancillary works including ancillary structures and fencing/gates and provision of detached residential concierge building." for Land South Of Kingfield Road And East Of Westfield Avenue Westfield Avenue Westfield Woking Surrey GU22 9PF

As part of the application, an Environmental Statement (ES) has been submitted – This technical report reviews the noise and vibration assessment undertaken by Sandy Brown as part of the ES.

2. Environmental Statement Review

2.1 Methodology

2.1.1 A review of the proposed methodology (Appendix 3 of the ES) has been undertaken. All methods and guidance used to undertake the assessment are considered appropriate.

2.2 Baseline Survey

2.2.1 The survey report included in Annex 3 of the ES shows the monitoring locations and duration of the measurements selection of survey locations was appropriate for the EIA and also the ProPG assessment. However, there was one concern, in that the use of data from measurement location 10 does not adequately consider measurement error and potentially overestimates the existing ambient noise level, which would in turn expose the receptors to greater noise impacts during the construction phase.

2.2.2 The ES [para 9.56] states that *"The criteria for assessing the likely magnitude of impact from demolition and construction plant noise and vibration have been based on the 'ABC' method set out BS 5228-1&2:2009, which is a technique for assessing significance based on the change in existing ambient noise level in the vicinity of the Proposed Development."*

2.2.3 The ES [para 9.58] states that "*The criteria presented in Table 9.4 is for receptor facades that face Westfield Avenue and opposite the site. This applies to the eastern facades of Hazel House, Beech House, 62-60 Westfield Avenue and 54-60 Westfield Avenue, where the ambient noise levels during a usual day are greater than L_{Aeq} 65 dB".*

2.2.4 This observation is based upon a single 1-hour measurement period where the levels have been obtained between 15:15 and 16:15 (i.e. pm peak hour).

2.2.5 Furthermore, the photo demonstrating the monitoring location does not appear to provide any separation distance from the roadside to the meter.

2.2.6 Taking all these points into consideration, the categorisation of the site would appear to be If the measurement position 10 were not so close to the road and had been measured over a duration of days and continues to show that the daytime ambient is 65dB or higher, then that would provide support towards the Cat. B designation for construction noise.

2.2.7 The construction noise assessment in Annex 4 suggests that it is a worst-case assessment. However, it is considered that a worst-case assessment, taking everything above into account, would place Westfield Avenue within Category A.

2.3 BS 5228 Construction Noise and Vibration Assessment

Construction noise

2.3.1 The construction noise assessment is based upon BS5228-1 methodology.

2.3.2 With the exception of Westfield Avenue as discussed above, all locations are considered to be in the lowest category for ambient noise.

2.3.3 The activity noise level calculations are considered to be underestimates of the likely noise levels experienced during demolition , with low percentage activity times (e.g. 20% on time for a mobile crusher, when in reality, this should be over 75%) and fewer items of plant than would be expected only 1 or 2 excavators for most work, no dump trucks, dozers, generation plant, or lighting, which leads to the conclusion that the construction noise sound power levels for some of the activities, used in the model are underestimated.

2.3.4 It follows that the likely predictions of construction noise are therefore lower than they may be in practice and with the case of Westfield Avenue, a higher threshold of significance used than the data supports. And therefore, impacts are likely to have been underestimated at residential receptors during the construction phase.

Construction Mitigation

2.3.5 The assessment recommends that noise and vibration are considered as part of a CEMP. This proposed mitigation is considered appropriate.

Recommendations

2.3.6 The production of a noise and vibration management plan within the CEMP will allow the applicant to review the construction noise predictions prepared for undertake more rigorous assessment of the demolition and construction noise once the phasing and construction methods are available. If the applicant believes that there is good reason for residences being placed in the B category as per the ABC method within BS5228-1 they should provide additional survey data i.e. at least a whole workday period of data measured at a location representative of the receptors.

Construction vibration

2.3.7 The assessment states that vibration will be a minor impact.

2.3.8 This is based upon the assumption that CFA piling is used and that residences are far enough away from works for them to be affected.

2.3.9 Furthermore, it is noted that the CEMP will propose vibration limits and a schedule of monitoring.

2.3.10 It is considered that the assessment and mitigation is suitable. It is recommended that the council requires CFA piling to be used on the development except by written permission to use vibro or impact piling techniques, whereby a more comprehensive assessment of vibration would be needed.

2.4 Traffic Noise Assessment

2.4.1 It is customary to show baseline and assessment traffic flows, %HGV, and speeds of assessed road links within data tables in the ES or appendices. As no such data exists within the report, there is a degree of caution in accepting the results and conclusions.

Construction traffic noise

2.4.2 Considering the quoted 68 vehicle movements per day, if these vehicles are predominantly HGV, and arrive at similar times, there may be a larger impact than the Calculation of Road Traffic Noise (CRTN) prediction may imply. However, it is considered unlikely that the predicted levels would change considerably.

Operational traffic noise

2.4.3 In the absence of data to confirm, the suitability of the operational traffic assessment is considered.

2.4.4 The traffic noise assessment uses 18-hour Annual Average Daily Traffic (AADT) data. The CRTN method uses 18-hour Annual Average Weekday Traffic (AAWT) data, which omits weekends and bank holidays. The AADT is usually lower than the AAWT. However, it is acknowledged that this may not be the case here when matchday traffic is accounted for.

2.4.5 It is standard to use averaged traffic flows to account for short term fluctuations in traffic flows (and hence noise). However, in this case, it is arguable that there should be a separate comparative assessment of operational traffic noise for matchday traffic, as this will be regularly occurring and the worst case.

2.5 Site Suitability assessment

Building design

2.5.1 Using the survey data, modelling has been undertaken to determine noise levels around the proposed development.

2.5.2 Without being able to query the model, it is assumed that the data inputs are appropriate for the assessment of site suitability.

2.5.3 The non-matchday daytime noise data for the new residential development range between 47 and 67 dB $L_{Aeq,16hr}$.

2.5.4 The matchday daytime noise data for the new residential development range between 51 and 74 dB $L_{Aeq,16hr}$.

2.5.5 The night-time noise data for the new residential development range between 39 and 58 dB $L_{Aeq,8hr}$.

2.5.6 The professional practice guidance document for planning and noise ProPG places the residential development within the negligible to medium risk category on non-matchdays and during the night, but in the negligible to high risk category during matchdays.

2.5.7 The proposed glazing in Table 9.19 are provided without any evidence as to how the proposed façade sound insulation has been calculated.

2.5.8 Although the glazing and ventilation combinations are potentially suitable, in light of the recently launched Association of Noise Consultants' (ANC) 'Acoustics, Ventilation and Overheating' guidelines, an additional acoustic design statement showing how the design considers overheating, particularly during matches, should be requested.

External amenity space

2.5.9 The non-matchday daytime levels for amenity spaces are predicted to be between 36 and 50 dB $L_{Aeq,16hr}$.

2.5.10 The matchday daytime levels for amenity spaces are predicted to be between 41 and 60 dB $L_{Aeq,16hr}$.

2.5.11 It is noted that Policy DM7 of the Development Management Plan would seek to restrict outdoor amenity areas to a maximum of 50 dB $L_{Aeq,16hr}$, considered by the World Health Organisation to be the level above which moderate annoyance from noise occurs in the general population.

2.5.12 The amenity spaces on Block 1 and Block 2 ground floors are predicted to be 10 dB above the Council's limit on matchdays.

2.5.13 In addition to the council's guidance, ProPG states:

*"Developers are particularly encouraged to enter into pre-application discussions with the LPA where noise levels in proposed amenity spaces are likely to be above 55 dB $L_{Aeq,16hr}$ during **a reasonably foreseeable typical worst-case day**. In particular, a professional judgement should be made on the need to provide access to a quiet or relatively quiet external amenity space as an intrinsic part of a good acoustic design process. This judgement will partly depend on the type of residential development and the intended occupancy, which, in turn, may need to be secured by condition."*

2.5.14 Paragraphs 9.128 to 9.130 of the ES state:

> *"9.128 The noise levels predicted in the shared external residential amenity space ranged between LAeq,16hr 36 - 60 dB.*

9.129 In addition, there are also numerous instances, where appropriate conditions are achieved on private balconies i.e. those screened from the existing roads.

9.130 On this basis that all residents have access to external amenity where appropriate noise levels are achieved for amenity, a low magnitude of impact and Negligible (not significant), local, permanent, direct and irreversible effect has been assessed"

2.5.15 However, with a capacity crowd at the stadium, match noise levels reported in Table 9.16 for Block 1 (67 dB) Block 2 (74 dB) are hard to rationalise against the predicted amenity space levels of 60 dB on the roofs of the two blocks. Furthermore, it does not follow that all residents will have access to suitable external amenity as the balconies on Blocks 1 and 2 will be subject to similarly high levels during matches.

2.5.16 It is considered that specific mitigation is required for the provision of external amenity for Blocks 1 and 2 on matchdays.

2.6 Commercial and Industrial Noise Assessment

BS 4142 Commercial noise emission from site

2.6.1 Provided noise from building services are free from tonal and impulsive content, the proposed total noise limits within Table 9.21 are appropriate.

Commercial noise emission to new residential development

2.6.2 No assessment of building services noise or other commercial noise has been undertaken for the proposed residential development, other than noise generated by the crowds during and leaving the match. Although matchday crowd noise is the dominant source, there are likely to be sources impacting the residential development on non-match days that have not been considered e.g. ground source heat pumps, commercial premises' refrigeration plant etc. such a lack of assessment is considered to be a serious omission from the environmental statement and does not meet the requirement of policy DM7 of the Development Management Plan:

"For proposals involving residential and other noise-sensitive development that would be sited closed to commercial/industrial noise source, the Council will consider applications against the current version of BS 4142 (or any future equivalent) in order to assess the likelihood of complaints from future occupiers and therefore the acceptability of the proposed development. A similar approach will be taken for noise sensitive development sited close to any other form of noise-generating use."

Bar and hospitality

2.6.3 The Bar and Hospitality areas have the potential to cause significant annoyance.

2.6.4 Paragraph 9.131 of the ES states:

"The bar and hospitality spaces are to be able to operate multiple times a week and simultaneously. Their uses are to remain flexible, so assessment of their impact is based on them using amplified music within their operation. The assessments have been contained to break-out noise from the building envelope, as it is assumed that patron noise (smoking areas) will be appropriately managed by members of staff, and vehicles will access from the carpark or Kingfield Road, as per the existing operation of the bar."

2.6.5 Paragraph 9.133 states

"Music noise levels within the spaces are to be controlled so that they do not exceed L_{Aeq} 90 dB, and 90 dB and 85 dB at 63 Hz and 125 Hz (bass frequencies) respectively."

2.6.6 Paragraph 9.135 states

"The façade of the bar and hospitality spaces are to achieve $R_w + C_{tr}$ 42 dB. With this level of sound insulation provided the predicted music noise emissions will be below the background noise levels, which would correspond with a Very Low magnitude of impact"

2.6.7 In accordance with the ES outcomes, it is considered that noise from patrons outside the venues are a management issue rather than requiring physical mitigation.

2.6.8 It is, however, difficult to see how the insulation requirements have been calculated. There doesn't appear to be an assessment of cumulative entertainment noise despite the ES acknowledging that bars and hospitality areas operate multiple times a week and simultaneously. The assessment suggests nearest receptors are only 20 m from the bar façades, so it appears that control measures, i.e. noise limiters, will be required by condition to mitigate against the glazing providing insufficient insulation to low frequency music at opposing residences.

Public address system

2.6.9 It appears that the assessment only addresses emergency voice alarm rather than the match announcement PA system.

2.6.10 A condition should be considered that requires that PA/VA systems are designed so that (except during emergency) they are not clearly audible in residential receptors.

3. Recommendations

Table 3.1 Table of recommendations

Item	Issue	Recommended action
Construction noise baseline	Use of "B category" for Westfield Ave without robust data to support decision	When preparing CEMP, either resurvey to prove B category or drop to Cat A
Construction activity noise	Construction activities seem to have been underestimated on plant numbers, plant %on-time and omitted items of plant that would be expected	Revisit calculations when preparing CEMP. More robust predictions needed. Consider whether s61s COPA 74 should be required for key construction/demolition activity
Traffic Noise	Use of averaged AADT traffic data	For completeness, ask for comparison of worst case (match day) traffic noise
Suitability Assessment	No calculations showing how glazing and ventilation specification derived	Pre-occupation condition for a schedule of sample internal ambient noise measurements for day, night and match day conditions to demonstrate compliance with design criteria (BS 8233 levels reproduced in Table 9.2 of the ES)
Suitability Assessment	Apparently, no consideration of overheating	Pre-occupation condition for an Acoustic Design Statement detailing how the glazing and ventilation performance has been determined (with sample calculations) and demonstrating that the design considers overheating, particularly during matches

Item	Issue	Recommended action
Suitability Assessment	The consideration of external amenity noise levels on matchdays is inadequate considering the potentially high levels of crowd noise during matches and does not meet the requirements of policy DM7	A pre-commencement condition requiring the design of amenity spaces for Blocks 1 and 2 to account for crowd noise levels generated by the stadium and pre-occupation mitigation incorporated accordingly
Commercial Noise Assessment	No BS 4142 assessment has been undertaken for new residential development	A condition requiring BS 4142 assessment for all new residential receptors to demonstrate that commercial noise at these locations will not be significant
Commercial Noise Assessment	Amplified music from bars and hospitality areas has potential to accumulate from simultaneous operation	Condition requiring noise limiters in all bars and hospitality areas within 50m from residential development. Condition to allow for reduction of proposed allowable internal music levels L_{Aeq}, $L_{eq,63Hz}$ and $L_{eq,125\ Hz}$ should justifiable complaints be received
Commercial Noise Assessment	Noise from PA/VA. Assessment apparently only considers VA and not match announcements	A pre-occupation condition that requires that PA/VA systems are designed so that (except during emergency) they are not clearly audible in residential receptors.

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Appendix C: Review of Noise Assessment – Planning Application 2019/1176 (further review)

Technical note:
Planning Application PLAN/2019/1176 – Noise consultant response to comments

1. Sandy Brown response

Construction noise baseline

Category B (in the ABC method set out in BS 5228 Part 1) would be expected for these receptors based on the traffic flow information, and it is corroborated by the measurements taken on a non-match day (Saturday). Nevertheless, additional monitoring prior to the submission of the CEMP would be recommended to confirm this.

Wood response

Although the conclusions are not necessarily shared, the additional monitoring would provide a more robust case as to whether category A or B is more appropriate

It is recommended that additional noise monitoring is undertaken to inform the CEMP.

2. Sandy Brown Response

Construction noise activity

The calculations were completed using information available during the production of the chapter, with all assumptions checked by the construction consultant. It is not clear on what basis it is concluded that the construction methodology is incorrect without knowledge of the proposed construction methodologies and programme.

Wood response

Although the consultant may have checked their assumptions with the construction consultant, nevertheless, in the opinion of Wood noise consultants, who have been involved in assessing and monitoring noise at many demolition and construction projects, the activity noise, plant numbers and %on-time assumptions appear very low in our experience. It is not the predictions that are important, but the actual levels.

It is recommended that construction noise limits and a scheme of construction noise monitoring be required by condition and it is recommended that more detailed predictions are undertaken during the CEMP to prevent exceedance of agreed limits

3. Sandy Brown response

Traffic noise

It is understood that the local roads will have restricted parking on match days that will ultimately not result in a significant increase of cars on the roads.

Wood response

No further comment.

4. Sandy Brown response

Suitability assessment - calculations

There is a recommended condition for pre-occupation testing of indoor ambient noise levels. An alternative is to condition a pre-commencement submission detailing the developed scheme of sound insulation measures that demonstrate compliance with the internal noise levels recommended in BS 8233, as typically required by the local authority.

This would allow any remaining concerns to be addressed when design revisions are more practical.

Wood Response

The nature of the noise being assessed, the need to rely on modelling and calculation to determine internal levels means that there is a large margin of error in this circumstance. It is not a simple assessment such as a housing development adjacent to the road network. It is, therefore, considered that relying on calculation to prove that BS 8233 internal levels are met by the development does not guarantee that they will be. Given the complexity of the masterplan and variability and hence uncertainty within evaluation of noise source, requiring a sample of pre-completion ambient noise measurements with and without matchday noise within residential units to compliment the noise break-in calculations is not considered to be onerous. It is considered that physical measurements are a better indication of compliance than calculation.

5. Sandy Brown response

Suitability assessment – overheating

Overheating is not typically considered within the planning applications or conditioned against. While it would be appropriate to consider for a typical condition, it is considered excessive to impose specific requirements during matches as these occur for a small proportion of the year when overheating is less likely to be a concern.

A condition requiring the submission the developed scheme of sound insulation measures to demonstrate compliance with the internal noise levels recommended in BS 8233 with consideration of overheating during typical conditions would be appropriate.

Wood response

The football league starts in early August (3rd August in 2019/20 season) and finishes in May. Therefore, it is considered that the issue of noise ingress during overheating conditions should be addressed.

Although overheating has not typically been considered within the planning regime, this does not mean it shouldn't be. Consideration of overheating is included in ProPG and the Association of Noise Consultants (ANC) has prepared guidance on consideration of overheating https://www.association-of-noise-consultants.co.uk/wp-content/uploads/2019/12/ANC-AVO-Residential-Design-Guide-January-2020-v1.1-1.pdf

The amenity of future occupants of residential units within the development need to be considered.

It is recommended that the applicant should be required to prepare a pre-commencement strategy document detailing how thermal comfort and overheating have been addressed by the design and detailing what the ventilation assumptions are, i.e. whether the building services engineers have assumed open window for thermal comfort or not, and for how many hours the cooling ventilation condition is required per year. The document should then detail how glazing and ventilation design addresses acoustic issues, including an assessment of noise levels during matches where the proposed ventilation solution to counteract overheating is employed.

6. Sandy Brown Response

Suitability assessment – matchday external amenity

Sandy Brown have not previously seen a Planning Condition relating to achieving suitable external amenity noise levels, so potentially concerned about the wording.

It is noted that considering noise levels during a match day could overestimate the impact as most matches are during autumn, winter and spring months, when demand for external amenity is typically low.

BS 8233 2014 states:

However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.

Wood Response

As stated above, due to matches starting in August and finishing in May, it is considered that disregarding the issue of noise in amenity space because of seasonality would be incorrect.

The applicants' consultants are reminded that they have predicted levels of 67 dB $L_{Aeq,T}$ and 74 dB $L_{Aeq,T}$ at Block 1 and Block 2 amenity spaces during matches. If the predicted levels are accurate, the noise within Block 1 and Block 2 amenity spaces will preclude their use whenever there is a match.

The previous Wood technical note detailed that "It is considered that specific mitigation is required for the provision of external amenity for Blocks 1 and 2 on matchdays". This is not a recommendation that a planning condition limits the noise to a particular level within amenity space. Moreover, it is directing the applicant to consider the design of these amenity spaces so that future occupants of Block 1 and 2 can enjoy amenity space even on match days. Wood is concerned that granting permission to the development without reconsidering the design to incorporate mitigation at these rooftop amenity spaces could give rise to levels that render the amenity spaces unusable when matches or other events are held at the stadium.

7. Sandy Brown response

Commercial noise assessment – BS 4142 assessment

Planning Condition for controlling plant noise emissions is common and would be expected.

Wood response

No further comment.

8. Sandy Brown response

Commercial noise assessment – Amplified music

A planning Condition requiring limiters in all bars/hospitality is a little peculiar as one would expect that any condition would relate to limiting entertainment noise at the residential receptors. Nevertheless, Sandy Brown see no reason why the recommendation should be challenged.

Wood response

No further comment.

9. Sandy Brown response

Commercial noise assessment – PA/VA Assessment

The PA is currently clearly audible at the residential receptors, so a Planning Condition requiring "not clearly audible" in the future is not considered appropriate.

A condition, limiting PA noise to no more than 10 dB above the existing match-day ambient noise levels would be appropriate and in line with *Crowd Dispersion and Breakout from the Stadium* assessment methodology.

Wood response

For avoidance of doubt, the recommendation "A condition should be considered that requires that PA/VA systems are designed so that (except during emergency) they are not clearly audible in residential receptors" it means that the PA should not be intelligible within any residential development. That is to say that it is acknowledged that the residents may hear that the PA system is broadcasting something, but they should not be able to distinguish what is being broadcast.

If the existing PA system is currently clearly audible in people's homes, then that would likely be an undesirable situation currently. To propagate this into the design specification for a new system would appear to be unacceptable.

The design of a new PA system should be such that, except for emergencies, the PA should not be intelligible in habitable rooms of any residential premises. Given the already high ambient noise predicted during matches, it is considered that regular announcements 10dB above matchday ambient noise may give rise to significant annoyance in nearby (new and existing) residential premises.

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Appendix D: RPS - Woking Council – Lighting Report Assessment for Planning Application PLAN/2019/1176

Project	Woking Council – Lighting Report Assessment for Planning Application PLAN/2019/1176
Scope:	Review of Lighting Assessment proposals
Client:	Wood Environment and Infrastructure Solutions UK
Date:	18th March 2020

1. Introduction

This report assesses the lighting proposals issued for the following planning application:

Item	Description
Application Reference	PLAN/2019/1176
Application Type:	Full Planning Application
Proposal Summary:	Redevelopment of existing football ground to provide a replacement stadium and ancillary facilities, vehicle parking and residential accommodation comprising 1,084 dwellings, within 5 buildings of varying heights between 3 and 11 stories.
Location:	Land South of Kingfield Road and East of Westfield Avenue, Westfield Avenue, Westfield, Woking, Surrey, GU22 9PF.

The review considers the supporting documentation provided, to check that adverse conditions are not experienced by either existing residential or commercial neighbours and those properties which are to be introduced as a result of the scheme.

It does not assess Right to Light which the development may impact upon. The documents referred to in Section 2 Documents review, make no reference to Right to Light.

2. Document review

The following documents form the basis of this review:

1. Trium: Environmental Statement Volume 1: Main Report, Chapter 11 - Daylight, sunlight, overshadowing, light pollution and solar glare.

2. Trium: Environmental Statement Volume 3: Technical Appendices, Appendix: Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare.

3. Internal Daylight and Sunlight Report' by eb7 (dated 9th October 2019).

4. Leach Rhodes Walker drawings:

3. Basis of review

The documentary evidence provided has been assessed to determine if that appropriate controls will be in place as result of the designed lighting schemes.

The review assesses the evidence provided against the following criteria:

- **Daylight and sunlight** into the proposed dwellings, and impact of current levels as a result of the proposed development, as per the:
    - Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)' recommendations, using the following key criteria:
        - Vertical Sky Component (VSC)
        - No Sky Line Contour (NSC)
        - Average Daylight Factor (ADF)
        - Annual Probable Sunlight Hour (APSH)
    - Woking Borough Council core strategy (2012) Policy CS21: design which states
        - *Achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.*
        - *Be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases.*
- **Overshadowing** to proposed amenity spaces as recommended in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'
- **Lighting Pollution** as E3 zone derived from the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, using the following key criteria:
    - Sky glow – *upward light ratio of the installation.*
    - Light intrusion into windows – *vertical illuminance in Lux measured flat on the glazing at the centre of the window.*
    - Luminaire intensity – *of the luminaires in the potentially obtrusive direction, outside of the area being lit.*
    - Building luminance – *buildings directly illuminated as a night-time feature.*

Extracts from the document showing the target values are provided below:

Table 1 – Environmental Zones

Zone	Surrounding	Lighting Environment	Examples
E3	Suburban	Medium district brightness	Small town centres or suburban locations

Table 2 – Obtrusive Light Limitations for Exterior Lighting Installations – General Observers

Environmental Zone	Sky Glow ULR [Max %][1]	Light Intrusion (into Windows) E_v [lux] [2]		Luminaire Intensity I [candelas] [3]		Building Luminance Pre-curfew [4]
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L [cd/m^2]
E0	0	0	0	0	0	0
E1	0	2	0 (1*)	2,500	0	0
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15	25	5	25,000	2,500	25

4. Findings

Commentary is provided against the following criteria:

- Daylighting:
    - to assess that good sunlighting and daylighting within the proposed dwellings will be achieved.
    - to assess that existing dwellings are not subject to loss of daylight or sunlight.
- Sunlight:
    - to assess the amount of sunlight the proposed dwellings will receive.
    - to assess the amount of sunlight amenity spaces will receive.
- Lighting Pollution:
    - to assess that existing dwellings are not affected by intrusive light.
    - to assess that the development does not contribute to sky glow.

4.1 Daylighting within the proposed dwellings

The document Internal Daylight and Sunlight Report' by eb7 (dated 9th October 2019), has been assessed against the guidance provided in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'.

Of the three detailed methods for calculating daylight, the Vertical Sky Component (VSC), the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF), the report has used.

The ADF method calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors under a sky of known luminance and luminance distribution, which is the most detailed of the daylight calculations.

The following levels of are recommend:
- 1% Bedrooms
- 1.5% Living Rooms
- 2.0% Kitchens

The arrangement of the new apartments indicates that compliance with the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011) recommendations could be achieved for the majority of the dwellings, however there are dwellings where daylight figures will be potentially lower than recommended.

The two lowest floors were assessed on the basis that the day light levels will improve further up the buildings.

The below is a representative section of the development:

The report provides the following results for the lower two floors of the

Building Reference	Total number of rooms relevant for daylight assessment	Total number of rooms which meet the ADF criteria	Percentage compliance
Block 1	118	109	92%
Block 2	154	143	93%
Block 3	96	93	97%
Block 4	120	112	93%
Block 5	162	149	92%
Total	**650**	**606**	**93%**

The results indicate that, 44 of the 650 habitable residential rooms assessed will have daylighting levels lower than the recommend levels.

Whilst the upper floors have not been assessed, any overshadowing will be less, and it can be therefore anticipated that the number of habitual rooms not receiving recommended daylight levels, will be of a lower percentage than the lower floors and a high level of compliance can anticipated.

Of the 44 rooms that do not achieve the suggest targets, there are 20 bedrooms, 21 living rooms and 3 living / kitchen / dining (LKDs) rooms. Of these 44 rooms, 32 show ADF levels within 30% ADF of the suggested targets. The level of deviation is, however, marginal, with levels slightly less than the suggested target.

The remaining 12 rooms, with lower than recommended levels are 4 living rooms and 8 bedrooms.

4.2 Sunlight within the proposed dwellings

The sunlight assessment is based on the Annual Probable Sunlight Hour (APSH), which calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months.

The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months.

The assessment was only undertaken on the lower two floors for the residential blocks.

Table 2 of the report provides the following results for the living rooms and living, kitchen, diner, (LKD), rooms:

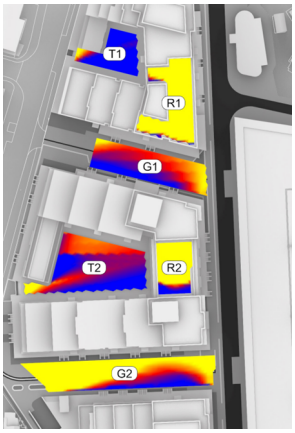
Building Reference	Total number of rooms assessed	Total number of rooms which meet the APSH criteria	Percentage compliance
Total	**133**	**71**	**53%**

62 rooms (47%), do not meet the sunlight criteria. Whilst the upper floors have not been assessed the number of rooms not achieving the daylight criteria as a percentage is likely to be lower than the lower two floors.

4.3 Overshadowing to amenity spaces

BRE guidance recommends that an amenity space which receives at least two hours of sunlight across the majority of its area can be said to have acceptable levels of direct sun.

Three of the amenity areas do not achieve the target: G1, T1 and T2. The image below provided in the report indicates these areas:



Amenity areas referenced G1 and T2 would receive a level of approximately one hour of direct sunlight.

Amenity area T1, within residential Block 1 will have less than one hour of direct sunlight. Whilst this area would see low levels of direct sunlight, the tenants may have access to the proposed rooftop amenity area R1, which receives acceptable sunlight levels.

4.4 Daylight impact on existing dwellings

The Trium: Environmental Statement Volume 1: Main Report, Chapter 11 - Daylight, sunlight, overshadowing, light pollution and solar glare has been reviewed against the following criteria defined in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)', as follows:

- Vertical Sky Component (VSC)
- No Sky Line Contour (NSC)
- Annual Probable Sunlight Hour (APSH)

The number of affected properties, which will be subject to a reduction of daylight of more than 20% of its current levels are summarised as follows:

Item	**Number of affected** properties
Total properties with one or more daylight factors affected	17
Properties with a reduction in VSC	16
Properties with a reduction in NSC	4
Properties with a reduction in APSH	1

The report assesses the windows affected in each of the properties and these are detailed in the sections 4.4.1. 4.4.2 and 4.4.3 below.

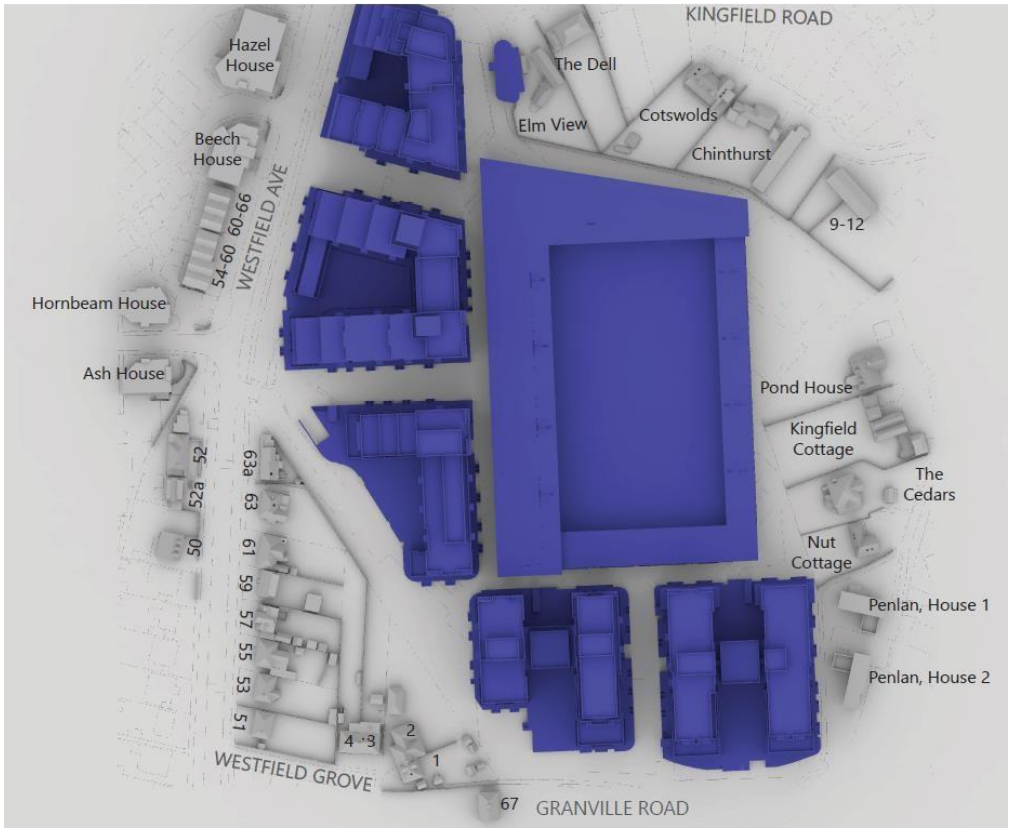
The affected properties are as follows:

	Daylight Criteria			**Assessed level of impact**
Property	**VSC**	**NSC**	**APSH**	
Elm View, Kingfield Road	x	x		Moderate adverse
Cotswolds, Kingfield Road	x			Minor adverse
Penlan, Kingfield Green	x			Minor adverse
67 Granville Road	x			Minor adverse
1 Westfield Grove	x			Minor adverse
2 Westfield Grove	x	x		Minor-Moderate adverse
54 Westfield Avenue	x			Minor adverse
56 Westfield Avenue	x			Minor adverse
58 Westfield Avenue	x			Minor adverse
60 Westfield Avenue	x			Minor adverse
61 Westfield Avenue		x		Minor adverse
62 Westfield Avenue	x			Minor adverse
64 Westfield Avenue	x			Minor adverse
66 Westfield Avenue	x			Minor adverse
Ash House, Acer Grove	x			Minor adverse
Beech House, Sycamore Avenue	x			Moderate adverse
Hazel House, Sycamore Avenue	x	x	x	Moderate adverse

The number of affected windows is summarised in the table below:

Window	Daylight Criteria		
	VSC	NSC	APSH
Total Windows	431	219	183
Windows affected	85	20	9
as a % of all windows	19.7%	9.1%	4.9%
Windows with a reduction of: 20%-29.9%	29	2	
as a % of all windows	6.7%	0.9%	
Windows with a reduction of: 30%-39.9%	42	2	
as a % of all windows	3.2%	7.3%	
Windows with a reduction of: >40% reduction	14	16	
as a % of all windows	3.2%	7.3%	

The following image shows the new development the adjacent existing properties:



4.4.1 Vertical Sky Component (VSC) Criteria

The BRE Guidelines recommend that a window serving a habitable room in order to be regarded as meeting the VSC criteria once the Proposed Development has been constructed, a window should either:

• Retain at least 27% VSC in absolute terms; or
• Retain at least 80% of its existing VSC value after the Proposed Development is constructed.

The report indicates that where there will be a noticeable change, the results have been summarised dependent on how far beyond the suggested targets the reductions are from baseline levels. For VSC, the ranges of reduction have been set at:

- Up to 19.9% (negligible)
- 20-29.9% (minor adverse);
- 30-39.9% (moderate adverse);
- >40% (major adverse) based on their professional judgment.

The table below summarises the results of the affected properties, with data extracted from table 11.7 of Trium: Environmental Statement Volume 1: Main Report, Chapter 11:

Surrounding Properties with a reduction in VSC	**Total number of windows**	**windows that achieve VSC levels in excess of 27% or a reduction of less than 20% from the baseline level**	**Total number of windows that achieve VSC levels below those suggested in the BRE guidance**			
			20%-29.9% reduction	**30%-39.9% reduction**	**>40% reduction**	**Total**
Elm View, Kingfield Road	17	8	3	6	0	9
Cotswolds, Kingfield Road	18	13	5	0	0	5
Penlan, Kingfield Green	27	24	0	1	2	3
67 Granville Road	7	4	2	1	0	3
1 Westfield Grove	6	4	2	0	0	2
2 Westfield Grove	3	1	0	2	0	2
54 Westfield Avenue	2	1	1	0	0	1
56 Westfield Avenue	2	1	1	0	0	1
58 Westfield Avenue	3	2	1	0	0	1
60 Westfield Avenue	3	2	1	0	0	1
62 Westfield Avenue	3	2	1	0	0	1
64 Westfield Avenue	3	2	1	0	0	1
66 Westfield Avenue	3	1	2	0	0	2
Ash House, Acer Grove	17	16	1	0	0	1
Beech House, Sycamore Avenue	30	13	7	7	3	17
Hazel House, Sycamore Avenue	54	19	1	25	9	35
Total	**431**	**346**	**29**	**42**	**14**	**85**

4.4.2 No Sky Line Contour (NSC) Criteria

In order to be regarded as meeting the NSC criteria an existing room should retain at least 80% of its existing NSC value after the Proposed Development is constructed.

The report indicates where there has been a reduction in light, the ranges of reduction have been split into the following bands:

- Up to 19.9% (negligible)
- 20-29.9% (minor adverse);
- 30-39.9% (moderate adverse); and
- >40% (major adverse) based on professional judgment.

The table below summarises the results of the affected properties, with data extracted from table 11.7 of Trium: Environmental Statement Volume 1: Main Report, Chapter 11:

Surrounding Properties with reduction in NSC	**Total number of rooms**	**Total number of rooms that achieve less than a 20% reduction from the baseline level in NSC**	**Total number of rooms that achieve NSC reductions suggested to be noticeable in the BRE guidance**			
			20%-29.9% reduction	**30%-39.9% reduction**	**>40% reduction**	**Total**
Elm View, Kingfield Road	9	7	0	0	2	2
2 Westfield Grove	2	1	1	0	0	1
61 Westfield Avenue	4	3	0	0	1	1
Hazel House, Sycamore Avenue	29	13	1	2	13	16
Total	**215**	**195**	**2**	**2**	**16**	**20**

4.4.3 The Annual Probable Sunlight Hour (APSH)

The BRE Guidelines for the APSH method state that if a window:

"…can receive more than one quarter of annual probable sunlight hours, including at least 5% of annual probable sunlight hours during the winter months between 21 September and 21 March, then the room should still receive enough sunlight"

Accordingly, in order to be regarded as meeting APSH criteria once the Proposed Development has been constructed, a window should either:

- Retain at least 25% total APSH and 5% APSH in the winter months in absolute terms;
- Retain at least 80% of its existing total and winter APSH values after the Proposed Development is constructed; or
- The loss of total absolute annual APSH should be no more than 4% lower than the existing level.

There is one affected property as indicated in table 11.7 of Trium: Environmental Statement Volume 1: Main Report, Chapter 11, this is Hazel House, Sycamore Avenue has 29 windows facing the Proposed Development and within 90 degrees of due south, of which 9 (31%), are below BRE suggested targets for total and winter APSH.

4.3 Light Pollution

The Trium: Environmental Statement Volume 3: Technical Appendices, Annex 6 has been reviewed against the following criteria defined in the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011:

- Sky glow – *upward light ratio of the installation.*
- Light intrusion into windows – *vertical illuminance in Lux measured flat on the glazing at the centre of the window.*
- Luminaire intensity – *of the luminaires in the potentially obtrusive direction, outside of the area being lit.*
- Building luminance – *buildings directly illuminated as a night-time feature.*

4.3.1 Sky Glow

Sky glow calculations have not been provided. The development is located on the edge of an urban area with industrial and residential developments nearby, resulting in existing levels of sky glow.

Sky Glow from Stadium

The stadium pitch lighting design indicates the luminaires proposed will have a general lighting downward distribution however they are angled to project light across the pitch and therefore there is likely to be some addition to sky glow.

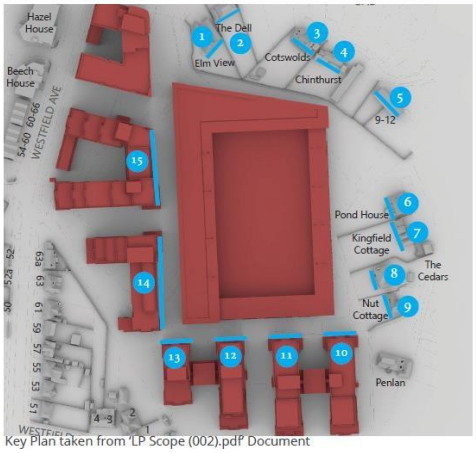
This occurrence will be transient in nature, due to the transient use of the stadium during hours of darkness, however there is no evidence provided to indicate the overall upward ratio will be lower than the recommend Upward Light Ratio (ULR) of 5%.

Sky Glow from Car Parks and external circulation

The report in Annexe 6, section 2.2, recommends that the luminaires should be compliant with the recommend maximum upward light ratio of 5%, however no commitment to using these types of luminaires has been provided.

4.3.2 Light Intrusion

Modelling has been undertaken to assess the impact of the football stadium floodlight on both the new and the proposed adjacent properties, as shown in the image below:

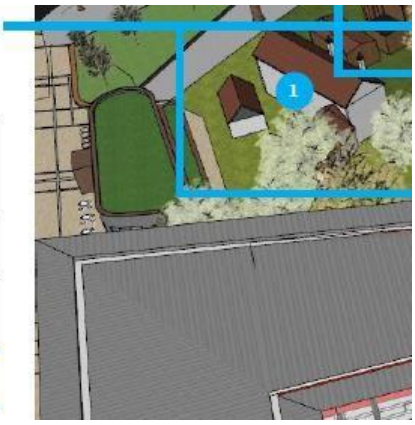


Key Plan taken from 'LP Scope (002).pdf' Document

Light Intrusion from Stadium

The lighting modelling, which has used an Urbis Schreder OmniBlast Gen2 as 'provisional specification' indicates that the light intrusion levels will be in accordance with guidance. A representative example is shown below:

Assumed Curfew 22:30hrs (Mon-Sat) 21:00hrs (Sun)	Light Intrusion **Pre Curfew** Average (Lux)	Light Intrusion **Post Curfew** Average (Lux)
ILP / CIBSE Target (Zone E3)	10	2
Proposed Design (Average)	0.05	0
Pass / Fail	Pass	Pass



Light Intrusion from Car Parks and external circulation

The report in Annexe 6, section 2.3, recommends that the luminaires should be compliant with the recommended with the recommend light intrusion levels, however no commitment to using these types of luminaires has been provided.

4.3.3 Luminaire intensity

Luminaire intensity has not been referenced in the report. This is particularly relevant for the stadium lighting which uses high intensity lighting.

4.3.4 Building illuminance

There are no calculations provided.

5. Conclusion

The following summarises the impact of the new development based on the documentation provided:

- A number of the proposed new properties will receive lower levels of daylight than that recommended by guidance provided in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'.
- A number of the proposed new properties will receive lower levels of sunlight than that recommended by guidance provided in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'.
    - For multi block residential schemes these targets can be difficult to achieve, in particular where a balcony overhangs the window.
- A number of the proposed new external amenity spaces will have higher levels of overshadowing and therefore will receive lower levels of sunlight than that recommended by guidance provided in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'.
- A number of existing properties will be subject to a reduction in the current levels of daylight in excess of that considered acceptable by guidance provided in the Building Research Establishment report 'Site Layout Planning for Daylight and Sunlight (2011)'.
- Lighting pollution from the football club floodlighting has been designed to be within the recommended limits of Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, however not all criteria have been modelled.

6. Recommendations for further information

Further evidence is recommended to be provided to assess the impact of the development on the following:

- Further evidence is required to demonstrate the combined effect on the potential for lighting pollution when the stadium lighting is on at the same time as the adjoining walkway lighting around the stadium is on.
- Evidence is required to indicate the amount of Upward Light Ratio of the Stadium pitch lighting is less than 5% as recommend by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011.
- A statement that provides a commitment to using luminaires with an Upward Light Ratio of less than 5%, and the intrusive light levels as recommend by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, will be provided for all car parks and amenity lighting and also building façade lighting.
- Evidence is required to indicate the luminaire light intensity of the Stadium pitch lighting luminaires is less than that recommend by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

Benjamin Bailey

Subject: Woking FC applications - 19/1176 and 19/1177 – Lighting

Switch-MessageId: ed3c8afefa504d50b5a0ec72fc229d2b

From: Simon Bourke
Sent: 26 March 2020 15:46
To: Buchanan, Lauren
Subject: Woking FC applications - 19/1176 and 19/1177 – Lighting

Lauren

We have now review the comments in the email below and the attachments. We have the following comments:

Response document	Response	RPS comment
eb7 4th Floor Holborn Tower 137-144 High Holborn London WC1V 6PL T: +44(0)20 7148 6290 E: info@eb7.co.uk W: www.eb7.co.uk Nigel Dexter Savills 33 Margaret Street London W1G 0JD 19 March 2020 Dear Nigel, **Subject: Woking Football Club (PLAN/2019/1176) – Response to review of lighting assessment (14th March 2020)**	Having spoken to the author of the review, we are aware that the first point relating to daylight and sunlight was included in error and should be removed. A full assessment of daylight within the scheme has been provided and this was reviewed by RPS in their document. In order to ensure that these other effects are fully addressed, we suggest the following planning condition: *Evidence will be provided to show that the final detailed external lighting design (including floodlighting, external walkway, car parks, amenity lighting and building façade lighting) is in line with recommendations within the Guidance Notes for the reduction of Obtrusive Light GN01:2011 for Environmental Zone E3, with regards to sky glow, light intrusion into residential windows and luminaire intensity.*	We consider their response suggested as a Planning Condition is appropriate. *Note:* *In the future there will be a requirement to assess that the evidence provided complies*

eb7 4th Floor Holborn Tower 137-144 High Holborn London WC1V 6PL T: +44(0)20 7148 6290 E: info@eb7.co.uk W: www.eb7.co.uk Nigel Dexter Savills 33 Margaret Street London W1G 0JD 19 March 2020 Dear Nigel, **Re: Subject: Egeley Road (PLAN/2019/1177) – Response to review of lighting assessment (5th March 2020)**	*Further evidence is required to demonstrate that there is will be no obtrusive light received by the properties off Hook Hill Lane which adjoin the area of the proposed new tennis courts.* *Lighting calculations should be provided that show compliance with Table 2 of the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 for the following:* • *Sky glow – upward light ratio of the installation.* • *Light intrusion into windows – vertical illuminance in Lux measured flat on the glazing at the centre of the window.* • *Luminaire intensity – of the luminaires in the potentially obtrusive direction, outside of the area being lit.* In order to ensure that these effects are fully addressed, we suggest the following planning condition: *Evidence will be provided to show that the external lighting design is in line with recommendations with the Guidance Notes for the reduction of Obtrusive Light GN01:2011 for Environmental Zone E3, with regards to sky glow, light intrusion into residential windows and luminaire intensity.*	We consider their response suggested as a Planning Condition is appropriate. *Note:* *In the future there will be a requirement to assess that the evidence provided complies*

Simon Bourke
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E simon.bourke@rpsgroup.com

Appendix E: Memorandum from Katherine Waters (Drainage and Flood Risk Engineer) on 13/03/2020: Woking Football Club, Land South of Kingfield Road and East of Westfield Avenue - Planning Application

Memorandum

To: Benjamin Bailey **Date:** 13/03/2020

From: **Ext:** 3725 **Your Ref:** Plan/2019/1176

Katherine Waters – Drainage and Flood Risk Engineer

CC:

Woking Football Club, Land South Of Kingfield Road And East Of Westfield Avenue - Planning Application

Following a review of the Surface Water Drainage Information and Flood Risk Assessment contained within the EIA, the current information submitted is not compliant with Woking Borough Councils Core Strategy (October 2012) Policy CS9: Flooding and Water Management, nor NPPF, I therefore would not recommend the application is approved as it is contrary to planning policy.

The proposed development is for the redevelopment of site following demolition of all existing buildings and structures to provide replacement stadium with ancillary facilities including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3) and 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 11 storeys (plus lower ground floor and partial basement levels) on the south and west sides of the site together with hard and soft landscaping, highway works with a site area of over 5Ha and therefore is classified as 'Major' Development.

Any planning application classified as Major Development will need to include a detailed drainage strategy. The Government has strengthened planning policy on the provision of sustainable drainage for 'major' planning applications which was introduced from 6 April 2015. As per NPPF, all 'major' planning applications being determined from 6 April 2015 must include full details about surface water drainage and sustainable drainage systems, which is now a material consideration.

Paragraph 163 of NPPF states '*Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

a) *take account of advice from the lead local flood authority;*

b) *have appropriate proposed minimum operational standards;*

c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*

d) *where possible, provide multifunctional benefits'.*

In order to achieve the requirements as set out in NPPF it will be essential that SuDS are properly planned at the onset of planning for the development. Developers and their design teams need to take into account different factors including the layout of the site, topography and geology when planning and positioning the different SuDS elements for the whole scheme. This information will be required for both outline and full applications so it is clearly demonstrate that the SuDS can be accommodated within the development that is proposed and will work for the lifetime of the development.

The Non-Statutory Technical Standards are used by the council as the minimum standards in which a major development must adhere to and meet as set out in NPPF. Woking Borough Council also have an agreement in place with Surrey County Council who are the Lead Local Flood Authority to review all Major planning application on their behalf.

Standard S3 states 'For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the

1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for the event'.

Standard S8 states 'The drainage system must be designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur during a 1 in 100 year rainfall event in any part of: a building (including basement); or in any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. In determining if the minimal standards are met the proposal must demonstrate that the Technical standards for sustainable drainage are complied with.

Standard S9 states 'The design of the site must ensure that, so far as is reasonably practicable, flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property'.

Standard S10 States 'Components must be designed to ensure structural integrity of the drainage system and any adjacent structures or infrastructure under anticipated loading conditions over the design life of the development taking into account the requirement for reasonable levels of maintenance'.

When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

b) the development is appropriately flood resistant and resilient;

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

d) any residual risk can be safely managed; and

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

As this is a major development and to ensure compliance with NPPF and WBC Core Strategy Policy CS9 the surface water design should be a detailed drainage design supported by suitable hydraulic modelling to demonstrate the proposed networks and attenuation storage is suitable to ensure the greenfield rates or existing discharge rates are not exceeded (which ever is the constraint) and that there is no flooding in the 1 in 1, 1 in 30 year or 1 in 100 annual probability critical storm duration and any flooding the 1 in 100 plus allowance for climate change critical storm duration is contained safely on site until such a time it can be discharged through the drainage system as close as reasonably practicable to the greenfield rate. The modelling should demonstrate the entire surface water drainage system for the site and justify why not all SuDS systems have been considered to ensure the entire development site.

It will not now be acceptable to leave the design of SuDS to a later stage to be dealt with by planning conditions.

The applicant has failed to provide a detailed drainage plan to scale that includes all attenuation features and Manholes and is in accordance with the proposed landscape plans. The current proposal is for multiple 3m diameter manholes in roadways which will affect root protection areas and no details have been submitted to demonstrate compliance with S10. The application also keeps referring to this as a high level strategy and not the detailed drainage design that is required to meet the criteria in NPPF, the technical standards for Suds (our Minimum standards) or Woking Core Strategy Policy CS9.

No acceptable justification has been provided for the overall oversized pipe, oversized manhole and large tank design without more sustainable SuDS features being included such as Raingardens, underdrained filter strips, permeable paving etc..

When inputting greenroofs in microdrainage any impermeable area on the same pipe run will not be counted. Currently nearly 1Ha of impermeable area is shown within the network model on run S17 and S1.006 where Greenroofs are also incorporated. The total impermeable area therefore taken into account for the proposed development is only 1.736Ha. The site is over 5Ha according to the application details but no account has been made of where the other 3Ha is draining too. Currently a large area of the site does not drain to the surface water network through the natural ground profiles and above ground attenuation.

NPPF requires that proposed developments do not increase flood risk elsewhere and where possible reduce flood risk overall.

Appendix F: Surrey County Council Highways Response Technical Notes and Supporting Information

Woking Football Club

Woking Football Club SCC Highways Response Technical Note

03/03/2020

183923B/N02-V2

Introduction

1. This Technical Note (TN) has been prepared by Vectos on behalf of Woking Football Club to respond to the transport highways comments made by Surrey County Council (SCC) regarding the Woking Football Club planning application WO/19/1176.

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.

3. A copy of SSCs response comments received on 07/02/2020 is included at **Appendix A**.

4. This TN addresses each bullet point identified in SCCs response comments in the order each bullet point was raised.

5. A draft version of this Technical Note was issued to SCC on 24/02/2020 prior to a meeting held between Vectos and SCC on 27/02/2020. This version of this Technical Note – V2 – has been updated following points discussed at the meeting on 24/02/2020.

Bullet Point 1– Micro Consolidation Centre

6. The micro consolidation centre will be included as part of the community hub. The community hub and the micro consolidation centre will be open daily between the hours of 07:00-22:00. On match days the micro consolidation centre will be closed between the hours of 13:00-17:00 (15:00 kick offs) and 18:00 – 22:00 (19:45 kick-offs). The community hub will be primarily used as a Transport Information Centre (TIC) for fans and residents while matches are being held. Information will be provided in relation to bike sharing, car clubs, carpooling, Faxi, bus services and rail services.

Bullet Point 2– Micro-Consolidation Centre Large Deliveries

7. All deliveries (including large deliveries) will be initially delivered directly to the micro consolidation centre via the stadium access. At no point will delivery vehicles use or access the residential vehicular accesses or car parks. Small parcels will be collected by residents at their convenience from the micro consolidation centre. Large deliveries will be allowed to access the stadium access road and delivered large items direct to resident's apartments at pre-arranged times. The community concierge will be notified of any large delivery items in advance.

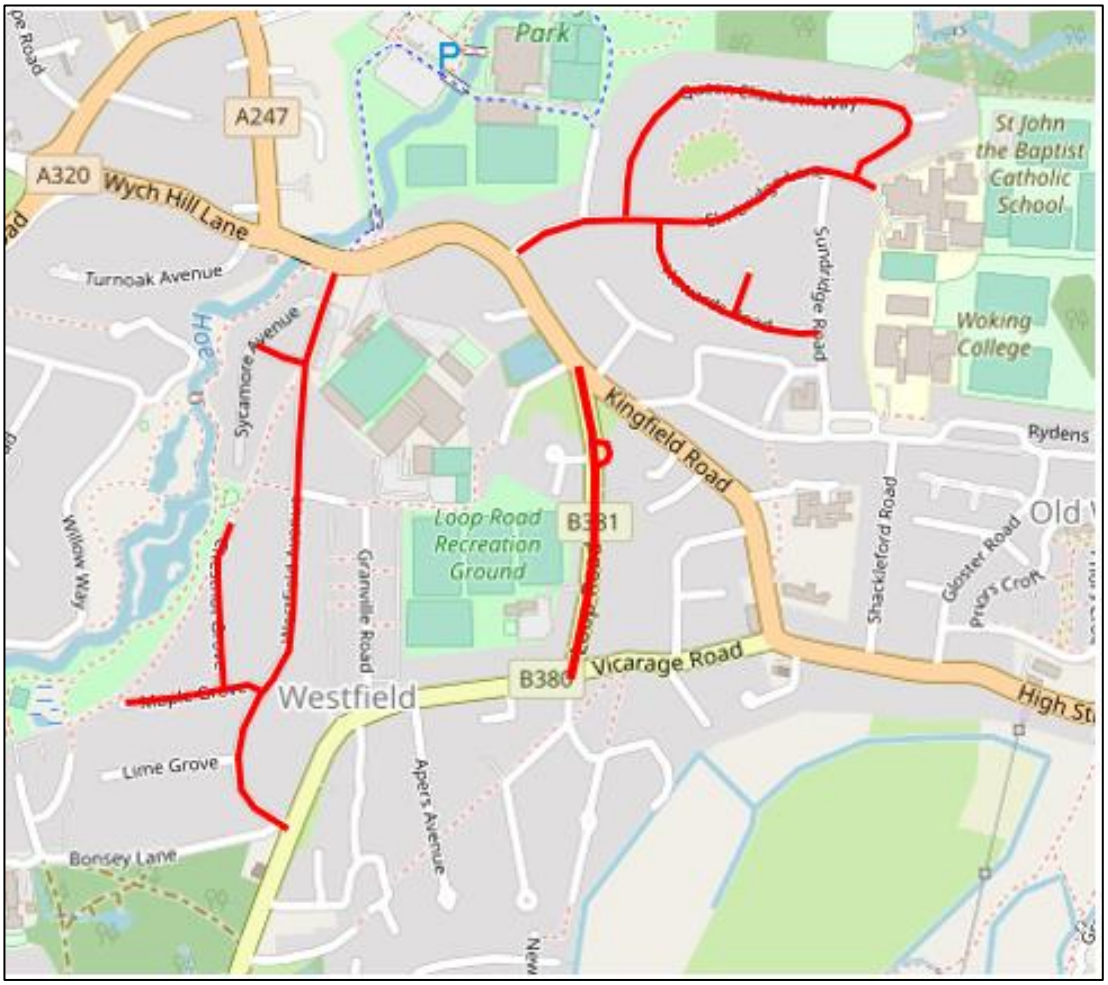
8. It is considered unlikely that a large delivery will be timed to be delivered when a match is scheduled at the stadium. However, whilst not part of the proposals and not considered necessary to secure the operational functionality of the micro consolidation centre, at the request of SCC the applicant is willing to fund a consultation exercise in relation to a TRO for the provision of a delivery bay on Westfield Avenue. Subject to the outcome of this consultation, the applicant is also willing to find the implementation of this delivery bay.

Bullet Point 3 – Match Day Parking Restrictions

9. The parking beat surveys provided within the submitted Transport Assessment (TA) indicate that the greatest change in on-street parking demand on current match days is on streets with no existing parking restrictions. The key streets are shown in **Figure 1** (which is as per Figure 4.2 within the submitted Events Management Plan (EMP).

10. The proposed development is not proposing the introduction of Traffic Restriction Orders (TRO)s. However, the applicant is willing to fund a consultation exercise undertaken by the Council, and possible implementation of any TROs following this consultation exercise. The Council is already reviewing the parking controls on some of these streets.

Figure 1 – Appropriate Parking Restrictions Locations



11. The applicant is also willing to provide a contribution towards the re-painting of all double yellow lines on the streets shown in **Figure 1A**.

Figure 1A – Double Yellow Lines to be Re-Painted

Bullet Point 4 – ATC West of Stadium Access Road

12. As stated within the TA the ATC surveys were undertaken between 13th May and 19th May 2019 with the exception of the ATC to the west of the stadium access road which was assessed between 21st and 27th May 2019 due to an unanticipated error. The SCC May half term is between 27th to 31st of May as detailed within **Appendix B**. Therefore, the ATC data recorded to the west of the stadium access was not undertaken during half-term and was installed during a valid traffic date period.

Bullet Point 5-7 – Collision Data

13. Further analysis of collision data for all junctions assessed within submitted TA has been undertaken. The collision data assessed is for the most recent five-year period from 01/01/2014 to 31/12/2019. The following junctions have been assessed:

- Stadium Access Junction;
- Southern Residential Access Junction (Blocks 3,4 and 5);
- Westfield Avenue/Kingfield Road Junction;

- Turnoak Roundabout;
- York Road/Guildford Road Junction;
- High Street/Kingfield Roundabout;
- Mayford Green Road/Egley Road Roundabout; and
- Claremont Avenue/Kingfield Road.

14. In each location the collisions have been plotted on a plan and categorised by severity and type. All of the junctions have also been collated by cause. The categories for each are as follows:

Severity – Slight / Serious – No fatal collisions occurred at any of the identified junctions.

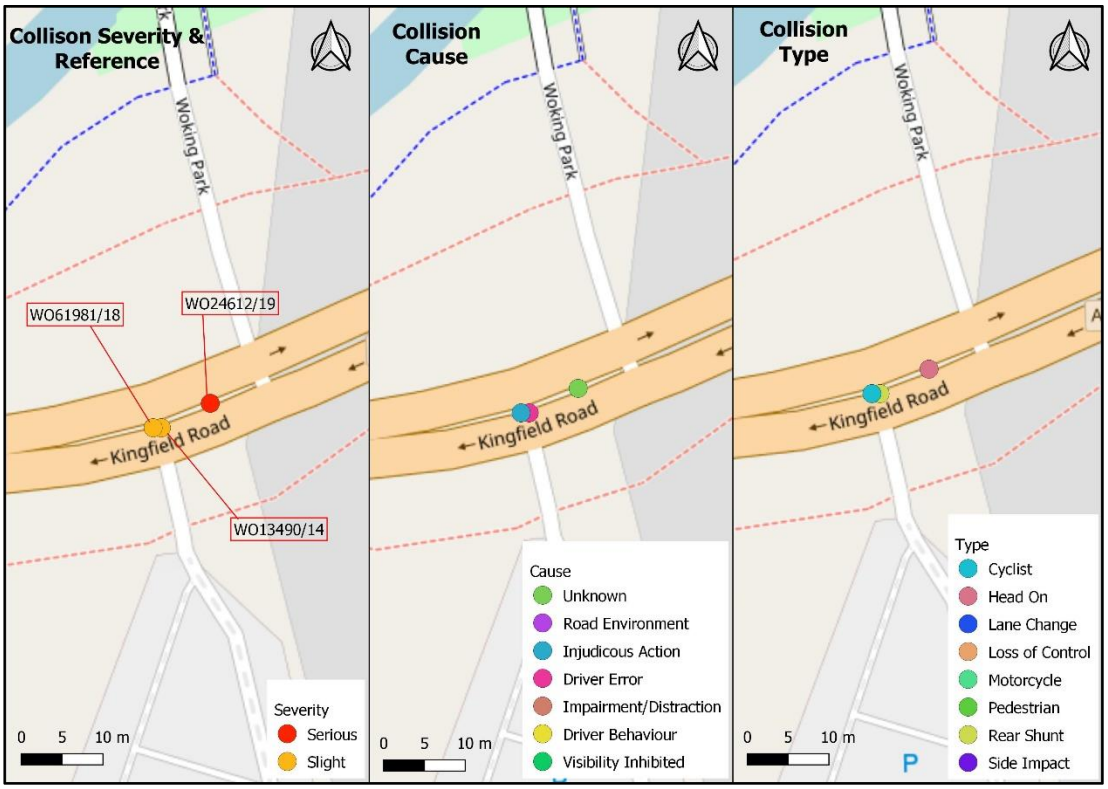
Type – Head On / Lane Change / Pedestrian / Rear Shunt / Side Impact / Motorcyclist / Cyclist / Loss of Control

Cause – Road Environment / Injudicious Action / Driver Error / Impairment or Distraction / Driver Behaviour / Visibility Inhibited / Unknown

Stadium Access Junction

15. The analysis for the Stadium Access junction is presented in **Figure 2**.

Figure 2 – Collision Analysis – Stadium Access Junction



16. The analysis demonstrates that there have been no fatal collisions within the last five years at the junction. In total there have been three collisions at the junction, one of which was serious.

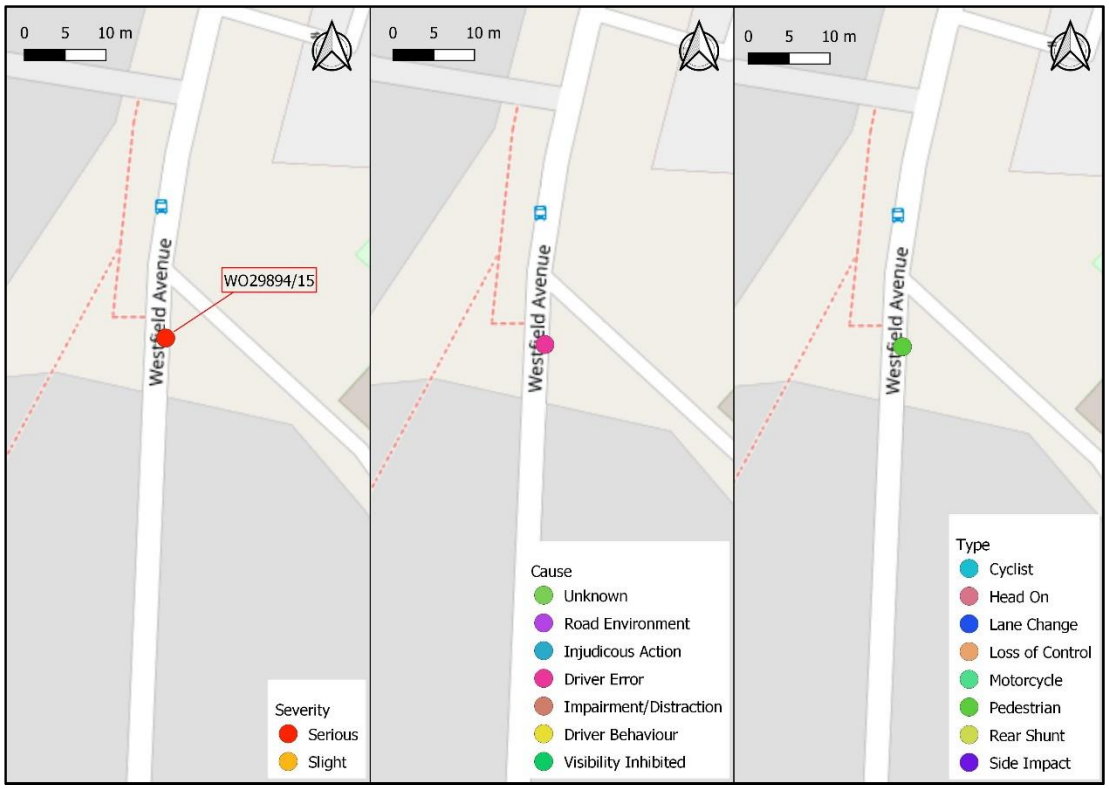
17. All collisions were recorded on the Kingfield Road carriageway. The road layout at the junction location is not unusual and there are no specific highway issues which need to be addressed or highway safety measures which need to be introduced.

18. Two of the collisions were caused by uncontrollable factors: driver error and injudicious action. The final collision cause was unknown. It can be concluded that there is no evidence that the highway is defective at the Stadium Access Junction.

Southern Residential Access Junction (Blocks 3,4 and 5)

19. The analysis for the Southern Residential Access is provided at **Figure 3**.

Figure 3 – Collision Analysis – Southern Residential Access



20. The analysis demonstrates that there have been no fatal collisions within the last five years at the junction. In total there has been one collision at the junction, which was serious.

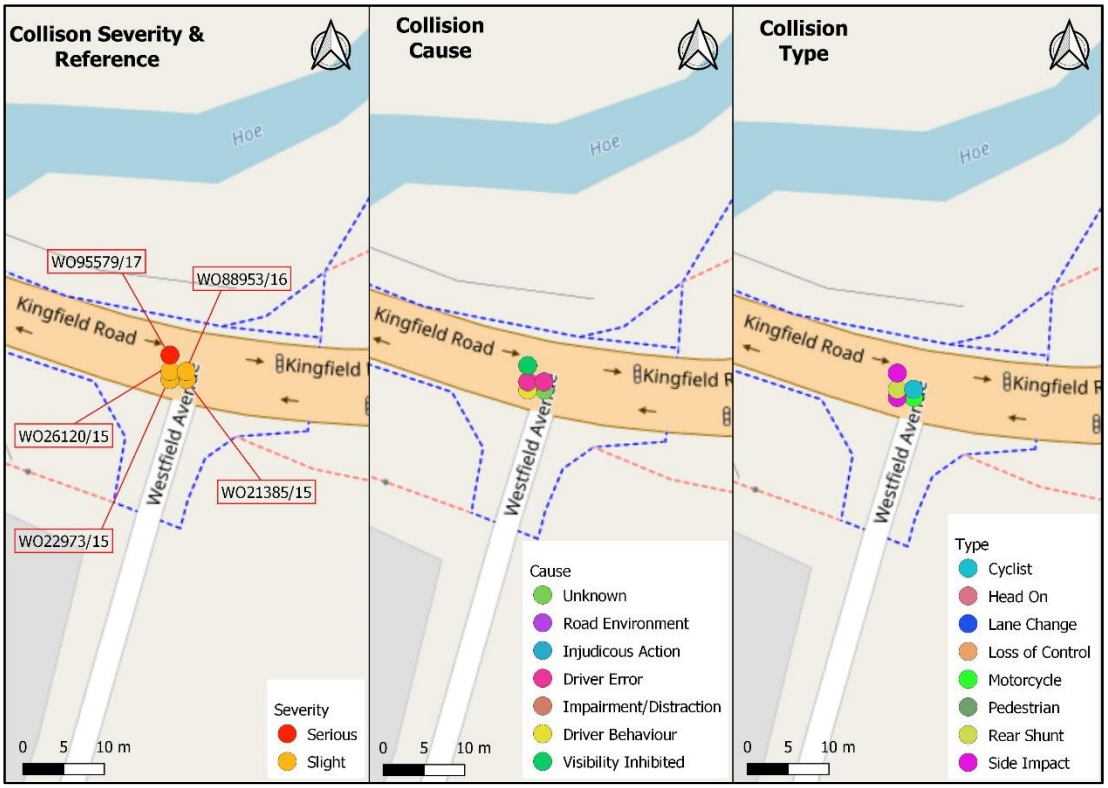
21. The road layout in each location is not unusual and there are no specific highway issues which need to be addressed or highway safety measures which need to be introduced.

22. The collision can be determined by causation factor codes with some professional judgement. The cause of collision was driver error and involved a pedestrian.

Westfield Avenue / Kingfield Road Junction

23. The analysis for Westfield Avenue/Kingfield Road junction is presented in **Figure 4**.

Figure 4 – Collision Analysis – Westfield Avenue/Kingfield Road Junction



24. The analysis demonstrates that there have been no fatal collisions within the last five years at the junction. In total there have been five collisions at the junction, one of which was serious.

25. Most of the collisions occurred in the right turn lane from Kingfield Road to Westfield Avenue. However, the road layout is not unusual and there are no specific highway issues here.

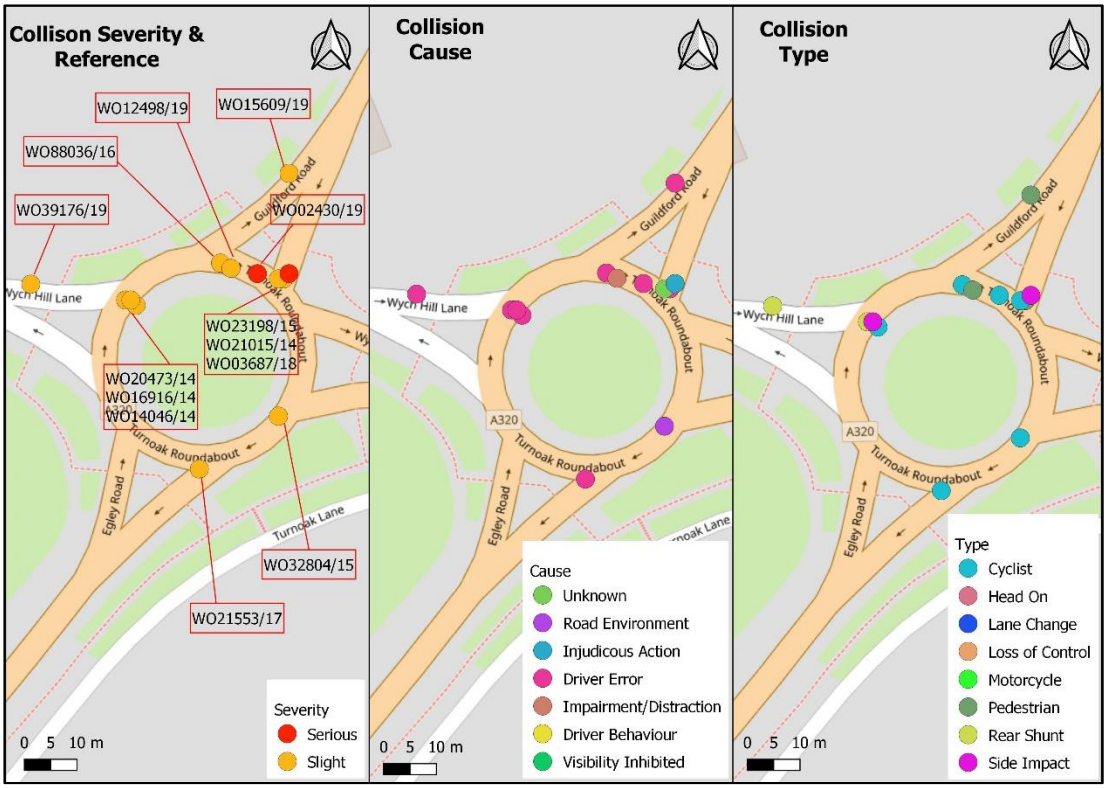
26. The majority of collisions were caused by driver error or injudicious action. One collision was a result of impaired visibility caused by dazzling sun and therefore the visibility was not caused by junction design or road environment. The final collisions cause was unknown.

27. However, to improve pedestrian connectivity and overall highway safety, the applicant will investigate the potential to provide a pedestrian crossing on Westfield Avenue, to connect to the walking road adjacent to Hoe Stream.

Turnoak Roundabout

28. The analysis for Turnoak Roundabout is presented in **Figure 5**.

Figure 5 – Collision Analysis – Turnoak Roundabout



29. The analysis demonstrates that there have been no fatal collisions within the last five years at the junction. In total there have been thirteen collisions at the junction, two of which were serious

30. Most of the collisions occurred on the roundabout carriageway where traffic would enter. A cluster of six collisions occurred on the northern aspect of the roundabout, which is also where both serious collisions occurred.

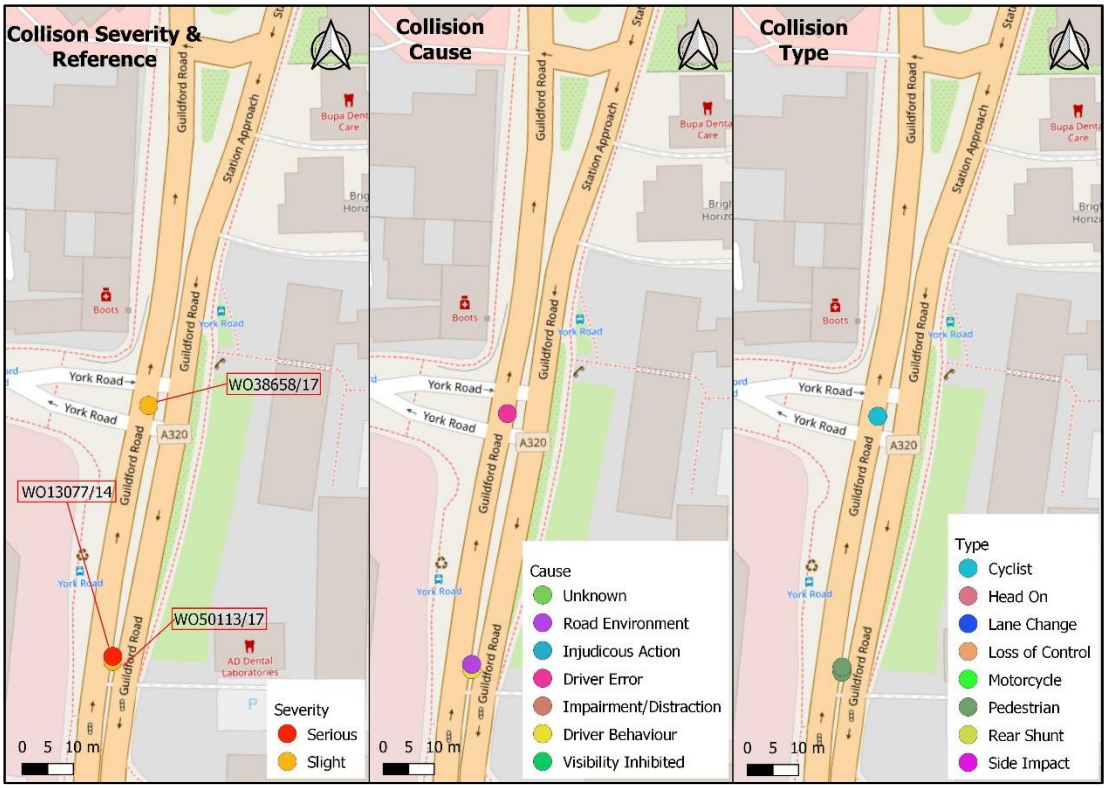
31. The majority of the collisions were caused by driver error (69%) with others caused by impairment / distraction, inhibited visibility (Dazzling Sun) and injudicious action. One collision was caused by the road environment however this was because of a deposit on the road e.g oil, chippings or mud which would be a temporary problem. Therefore, there is nothing to suggest the road environment is inadequate.

32. Six collisions involved cyclists with two involving pedestrians. A review of pedestrian crossing facilities shows adequate provision with sufficient visibility and off-road crossings with islands.

York Road / Guildford Road Junction

33. The analysis for York Road/Guildford Road junction is presented in **Figure 6**.

Figure 6 – Collision Analysis – York Road/Guildford Road



34. The analysis demonstrates that there have been no fatal or serious collisions within the last five years at the junction. In total there has been one collision at the junction with two others in the nearby vicinity.

35. The junction collision occurred when a vehicle turned out of the junction. The collision was caused by driver error (early exit) and involved a cyclist.

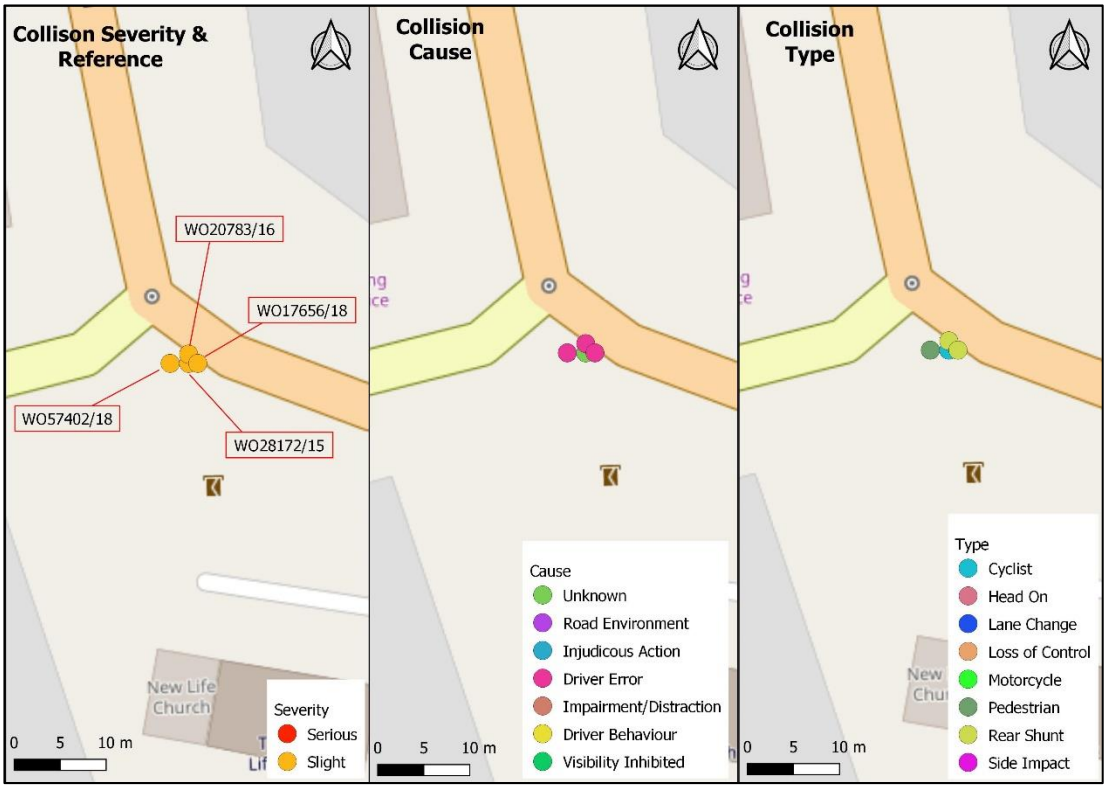
36. The nearby collisions were located at the pedestrian crossing to the south. Both involved pedestrians and were a result of driver behaviour and road conditions being wet.

37. The road speed along Guildford Road is 30mph and the pedestrian/cycle crossing facilities where these collisions occurred are of high quality as a signalised crossing located on a straight part of the road. As such there is no suggestion the road provision/environment is a causation factor in these collisions.

High Street / Kingfield Roundabout

38. The analysis for High Street/Kingfield Roundabout is presented in **Figure 7**.

Figure 7 – Collision Analysis – High Street/Kingfield Roundabout



39. The analysis demonstrates that there have been no fatal or serious collisions within the last five years at the junction. The collisions are clustered on the southern arm (High Street). In total there have been 4 collisions at the junction.

40. Rear shunt is the main collision type at the junction accounting for 50% of all collisions. These were in locations with give way lines. The other collisions involved a pedestrian and cyclist.

41. In total, 75% of the collisions were caused by driver error and therefore the road environment and network were not a factor.

42. Furthermore, there were no collisions at the roundabout in 2019 a reduction by two since 2018. There were also no collisions in 2017.

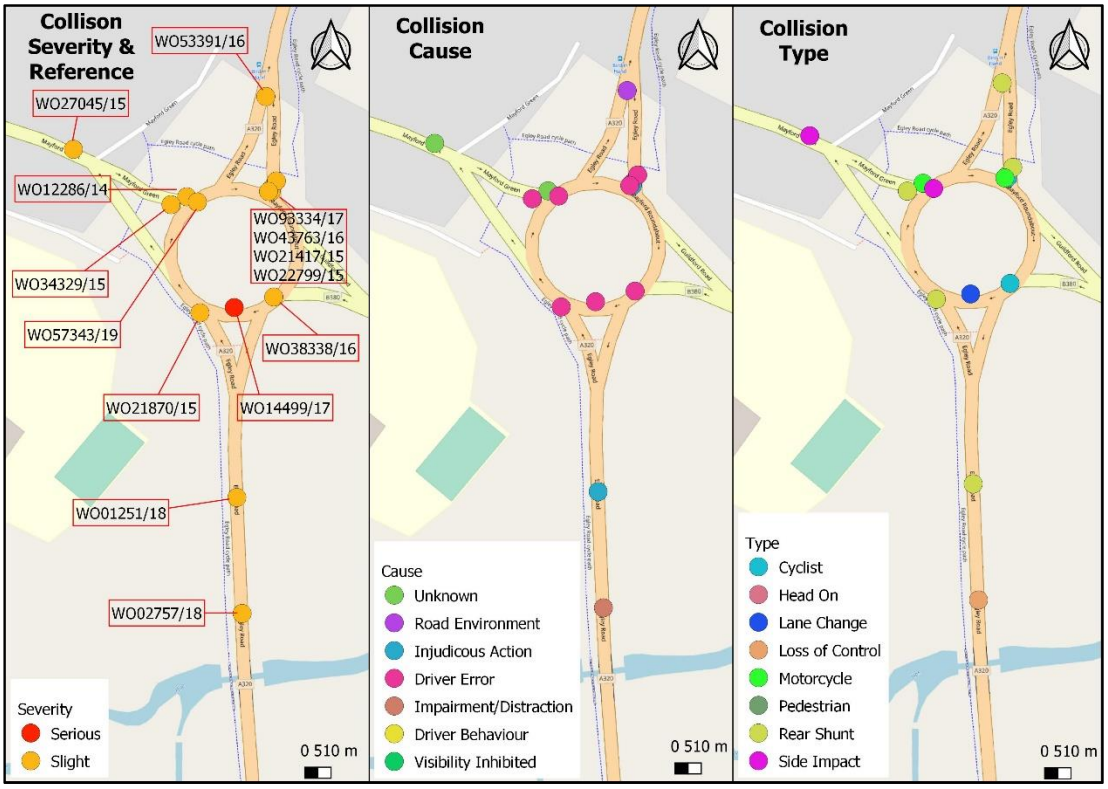
43. The collisions are localised to one arm suggesting there is not a problem with the roundabout design.

44. However, there is scope to improve the pedestrian environment at this roundabout and this is something which will be investigated.

Mayford Green Road / Egley Road Roundabout

45. The analysis for Mayford Green/Egley Road Roundabout is presented in **Figure 8**.

Figure 8 – Collision Analysis – Mayford Green/Egley Road Roundabout



46. The analysis demonstrates that there have been no fatal and only one serious collision within the last five years at the junction. There are slight clusters of collisions Egley Road North Access and Mayford Green Road Access, all these are slight in severity.

47. The serious collision was a result of a lane change and was caused by driver error.

48. Rear shunt is the main collision type, this is not unexpected due to the presence of give-way lines at this junction. The second most common collision type was side impact or involved motorcycles. These were mostly located on the Mayford Green road.

49. A large amount of collisions was caused by driver error, behaviour or impairment (9). The remaining five were caused by injudicious action, road environment or were unknown.

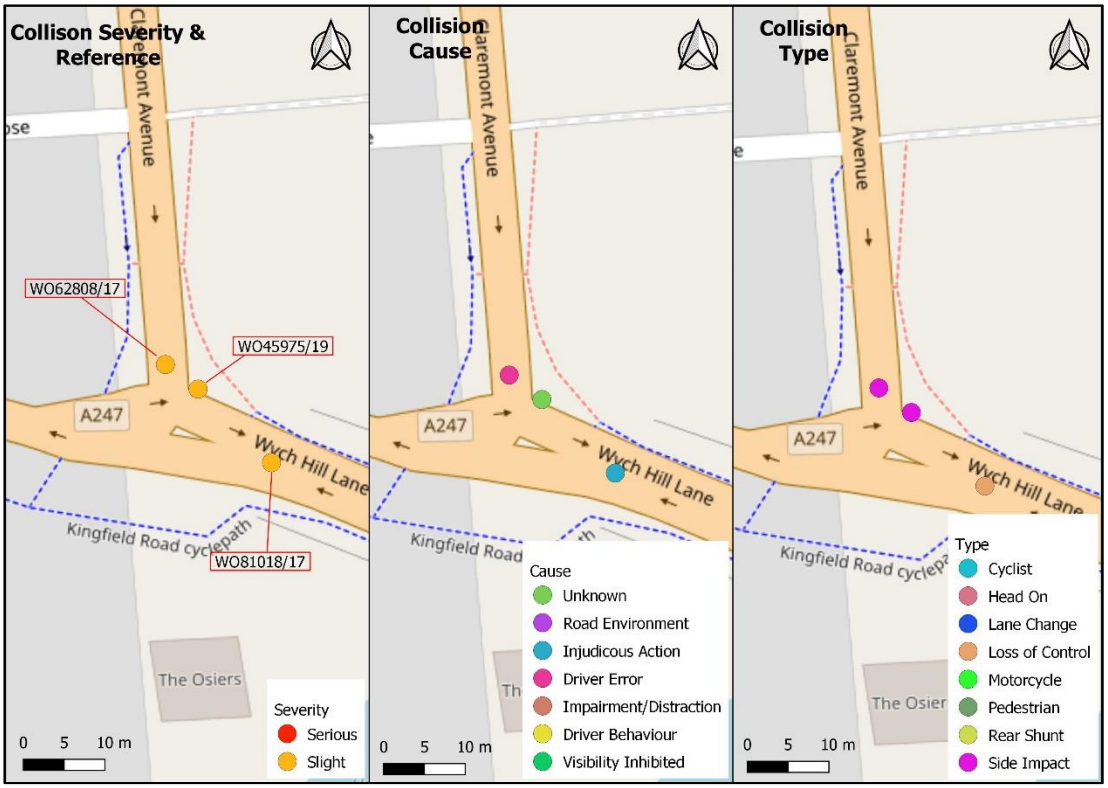
50. The road environment caused collision was a result of a slippery road due to weather and not a result of highway deficiencies.

51. All of the approach roads to the roundabout have appropriate visibility, signage and road markings, and there is no evidence that the highway is defective at the Junction.

Claremont Avenue / Kingfield Road

52. The analysis for Claremont Avenue/Kingfield Road is presented in **Figure 9**.

Figure 9 – Collision Analysis – Claremont Avenue/Kingfield Road



53. There have been three collisions at the identified junction. All of which were slight. The majority of collisions occurred on the northern arm from Claremont Avenue.

54. The most common collision type was side impact followed by loss of control. Both Side Impact collisions occurred due to a vehicle exiting from the A247 onto Wych Hill Lane.

55. One cause of collisions was driver error, another injudicious action and the final one was unknown.

56. It can be concluded the highway network design or junction signal design is not an inherent cause in collusions at the junction as shown by only three minor collisions in five years. This is further reinforced by the junction having clear road markings and signage on approach.

Westfield Road

57. Crashmap data has been used to analyse collisions along Westfield Road. The data covered the period of October 2014 to October 2019. This has covered the period 2014-2018. Westfield Road has an official speed limit of 30mph.

58. In total there have been 19 collisions on the Westfield Road carriageway during this period, with a further two occurring on minor connecting roads caused by movements onto or off the Westfield Road carriageway.

59. Only 4 (19%) of collisions were serious with the remaining being slight in severity. There have been no fatal collisions on this road over this period. No serious collisions involved a pedestrian or cyclist injury. One serious collision was a result of the road environment;

however, this was a pedestrian standing in the road causing the car to brake severely resulting in a rear shunt. There is no evidence that the serious collisions were a result of the road environment.

60. Of the slight collisions (15) one involved a cyclist, two involved a motorcyclist and the rest involved vehicles only. No pedestrian collisions were recorded. Seven of the collisions were side impacts caused by turning off or onto Westfield Road.

61. All cyclist collisions (2) occurred at the Balfour Avenue/Westfield Road Junction. These occurred due to vehicles turning from Balfour Avenue onto Westfield Avenue.

62. Rear shunt collision (4) all occurred at priority junctions.

63. The biggest cluster of collisions was at Westfield Avenue/Westfield Road at an unsignalized priority junction. A desk review of this junction shows acceptable visibility, road width and signage.

64. In all collisions there was no explicit carriageway or road environment hazards that caused the collisions.

Figure 10 – Collision Analysis – Westfield Road

Bullet Point 8 – Medical Centre

65. A medical centre 929 sqm in size is to be provided within the stadium structure (the north stand) serving a catchment of approximately 14,000 patients. The catchment of patients is expected to be within a localised radius of the site. There is potential for car parking to be

provided for the medical centre for staff only within the proposed stadium car park. There will be no car parking provided for patients, with the exception of disabled spaces provided within the proposed stadium car park. Due to the locality of the catchment, patients are expected to access the medical centre via sustainable modes of travel, including on foot.

66. The medical centre will accommodate 6-8 consultation rooms, and in line with the Council's parking standards, which is 1 space per consulting room, a total of 6-8 parking spaces will be provided with the medical centre, accommodate within the proposed stadium car park.

Bullet Point 9 – Residential Commuting 2011 Census Mode Split

67. The residential commuting 'Journey to Work' mode split for 'Woking 011 Middle Super Output Area' taken from 2011 Census data is provided in **Appendix C** for reference.

Bullet Point 10 – 10% Residential Commuting and Leisure Mode Split Car Driver Reduction

68. A reduction in the car driver mode split of 10% for the residential commuting trips associated with the site equates to a total reduction of 18 two-way car driver trips in the AM Peak and 26 two-way car driver trips in the PM Peak. This number of trips equates to only 7% in the AM Peak and 9% in the PM Peak of total the car driver trips predicted to be generated by the site.

69. Whilst the current car driver mode split for the 'Woking 011 Middle Super Output' ward is 67% the 2011 Census data also demonstrates that currently 8% of people who live in this ward also work in this ward and 13% of people who live in this ward work in Woking Town Centre. This is despite there being no significant employment sites within the 'Woking 011 Middle Super Output' ward. On this basis a reduction of 10% of the car driver mode share residential commuting trips is considered a reasonable forecast given the size of the residential development, the proposed mobility strategy, national trends and the locality (approximately 1.3km) of the site to Woking Town Centre.

70. A sensitivity test displaying how many of the reduced car trips will route through each of the junctions assessed within the TA is presented in **Table 1**.

Table 1 – 10% Reduction Residential Commuting Car Driver Impact

Junction	AM Peak Movements	PM Peak Movements
Stadium Access Junction	6	8
Northern Residential Access Junction	16	22
Southern Residential Access Junction	13	18
Westfield Avenue / Kingfield Road Junction	14	19
Turnoak Roundabout (Wych Hill / Kingfield Road)	8	9
York Road / Guildford Road Junction	4	4
High Street / Kingfield Roundabout	6	8
Mayford Green Road / Egley Road Roundabout	4	6
Claremont Avenue / Kingfield Road	9	12

71. As can be seen within **Table 1** the number of reduced trips that route through each of the assessed junction is nominal and would not have an overall effect on the conclusions drawn upon within the submitted TA. Therefore, no further modelling with this 10% reduction removed has been undertaken.

72. The external mode split used to distribute the total leisure / recreation trips detailed within paragraph 8.44 of the submitted TA was taken from National Travel Survey (NTS) Table NTS0409 and not the residential employment mode split. The mode split stated within the submitted TA is a transposing error as it references that the Leisure / Recreation modal split is the same as the residential commuting modal split which is not the case. The NTS data used to inform the leisure / recreation mode split was not adjusted by the 10% like the residential commuting trips and was left unadjusted. The mode split data is presented in **Appendix D** for reference and the mode split used to distribute the total trips is presented in **Table 2**.

Table 2 – NTS 0409 Average number of trips (trip rates) by purpose and main mode: England, 2017

Mode	NTS Data Mode Share
Train	3%
Bus	5%
Taxi	2%
Motorcycle	0%
Car Driver	38%
Car Passenger	33%
Bicycle	2%
Walk	16%
Other	1%
Total	**100%**

Bullet Point 11 – Football Club Spectator Car Driver / Passenger Split

73. The football spectator questionnaire mode split detailed within paragraph 8.47 of the submitted TA detailed that the questionnaires did not specify whether visitors to the stadium who arrived by car were drivers or passengers. It was then detailed that the travel survey results indicated that the average car contained 2 supporters so a 50 / 50 (31.75% Car Driver / 31.75% Car Passenger) split was assumed. The travel survey results have been analysed further to indicate the exact mix of car driver to car passenger. The results are presented in **Table 3**.

Table 3 – Car Driver / Passenger Mix Travel Survey Results

	Travel Survey Count	Car Driver	Car Passenger
Single Occupancy	87	87	0
Two People	80	80	80
Three People	36	36	72
Four People	13	13	39
Five People	4	4	16
Eleven People (Assumed Minibus)	3	3	30
Total	223	223	237
		48%	52%

74. As can be seen within **Table 3** the car driver / car passenger mix is 48% car driver and 52% car passenger therefore the 50 /50 split assumed within the TA is seen as robust.

Bullet Point 12 – Green Lane / Stewartby Way Junction

75. The Green Lane / Stewartby Way junction statement is a typo and has not been assessed within the submitted TA. This is a transposing error and should not have been written within paragraph 11.2.

Bullet Point 13 – Highway Network Peaks

76. The AM and PM highway network peaks were calculated from the 04/04/2019 surveys analysing the busiest traffic period between 07:00-08:45 and 16:00-17:45. A total of 8 sites recorded MCC turning movements for the junctions assessed within the submitted TA. The site specific and overall total is presented in **Table 4** for the AM Peak and **Table 5** for the PM Peak.

Table 4 – AM Peak MCC Hourly Traffic Flows

Time Period	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Total
07:00-08:00	2728	1074	1360	433	2390	1480	1414	1732	12612
07:15-08:15	2985	1298	1442	481	2583	1601	1662	1836	13887
07:30-08:30	3098	1445	1453	518	2680	1711	1847	1802	14553
07:45-08:45	3173	1547	1447	552	2685	1725	1983	1855	**14968**
08:00-09:00	3139	1564	1440	586	2573	1665	2003	1852	14820
08:15-09:15	2974	1439	1411	589	2384	1576	1881	1787	14041
08:30-09:30	2877	1383	1393	558	2226	1438	1741	1792	13409
08:45-09:45	2694	1292	1383	507	2094	1360	1588	1687	12604

Table 5 – PM Peak MCC Hourly Traffic Flows

Time Period	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Total
16:00-17:00	3013	1538	1581	439	2473	1673	1807	1825	14348
16:15-17:15	3054	1571	1655	452	2478	1608	1815	1849	14482
16:30-17:30	3077	1536	1654	469	2488	1621	1759	1824	14428
16:45-17:45	3073	1539	1706	475	2492	1645	1758	1867	**14555**
17:00-18:00	3039	1507	1695	505	2411	1602	1739	1838	14336
17:15-18:15	2951	1442	1662	501	2311	1530	1716	1852	13964
17:30-18:30	2853	1431	1633	480	2223	1462	1685	1822	13589
17:45-18:45	2729	1375	1539	475	2067	1397	1607	1747	12936

77. As can be seen within both **Table 4** and **5** the busiest AM and PM Peak periods are 07:45-08:45 and 16:45-17:45 which is what have been assessed within the submitted TA.

78. The Saturday match day pre and post peak periods were assessed with the one-hour time period ending 15 minutes before and 15 minutes after the match kick off which on a Saturday will start at 15:00. The non-match daytime periods were also assessed in this timeframe to provide a like for like comparison.

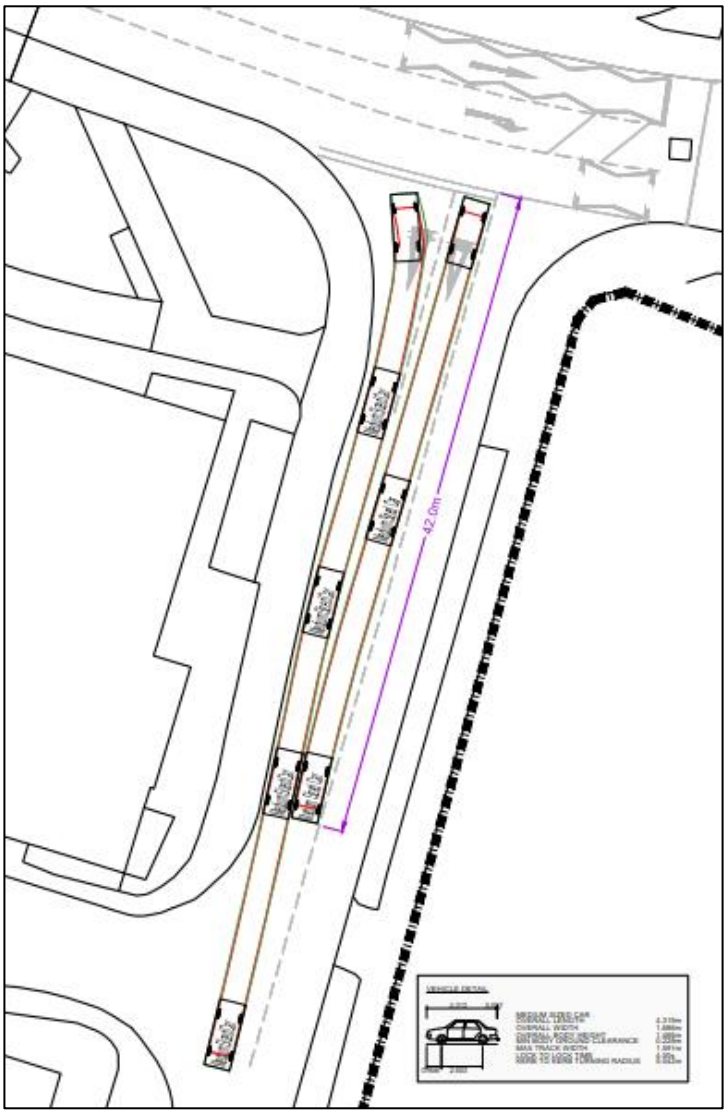
79. The weekday match day pre and post peak periods were assessed with the time period ending 15 minutes before and 15 minutes after the match kick off which on a weekday will start at 19:45. The non-match weekday periods were also assessed in this timeframe to provide a like for like comparison

Bullet Points 14 - 15 – Westfield Avenue / Kingfield Road Junction & Kingfield Road / Vicarage Road / High Street Roundabout

80. The submitted TA details that the Westfield Avenue / Kingfield Road junction will operate within capacity for all scenarios with a maximum RFC of 0.98 occurring at the Westfield Avenue arm in the 2024 + Residential AM Peak.

81. The PICADY model for Westfield Avenue / Kingfield Road has been set up conservatively. Currently the model is set up with Westfield Avenue having one lane plus flare whereas in reality the minor arm will operate as two lanes as far back as 42m from the stop line a presented in **Figure 11** below.

Figure 11 – Westfield Avenue Two Lane Distance



82. The one lane plus flair option within the PICADY model only allows measurements 20m back from the stop line to be inserted. Therefore, the capacity of this arm has been underestimated within the model for a robust assessment. In reality it will work better than

presented within the submitted TA and in a worst-case scenario (as presented within the TA) will still operate within capacity.

83. In addition, and to reflect the priorities of SCC, the applicant is investigating the potential to provide a pedestrian crossing on Westfield Avenue at this junction. This will connect to the facilities adjacent to Hoe Stream. This reflects an approach of 'decide and provide' rather than 'predict and provide', in line with the Council's policies and objectives of promoting sustainable travel and addressing climate change.

84. The submitted TA details that the Kingfield Road / Vicarage Road / High Street roundabout will operate within capacity for all AM and PM Peak scenarios with a maximum RFC of 0.97 occurring at the High Street arm in the 2024 + Residential PM Peak.

85. In the 2024 PM Peak base scenario the High Street arm is predicted to operate with an RFC of 0.93 and maximum queue of 11.1 vehicles. The effect of the development traffic is to increase the RFC at this arm by 0.04 and the maximum queue length by 7.3 vehicles. This impact is not considered severe.

86. Paired with this the models are just one interpretation of the potential future operation of the junctions. There are a number of different variables which will influence the future level of demand, including human behaviour and personal choice. As delay on the highway network increases people respond to this delay, and act to minimise their inconvenience. This includes varying their time of travel, route of travel, mode of travel or choosing not to travel at all. Building bigger roads simply releases supressed demand and encourages more driving. With SCC recently announcing a 'Climate Change Emergency' the onus should be on taking away road space so as to encourage more sustainable use of the travel rather than providing more.

87. It is not good practice to over-design highway infrastructure to accommodate irregular peaks in demand, and it is much more efficient and sustainable to accommodate such demands through measures to promote and facilitate active travel, shared travel and public transport use, which is what the proposed development aims to do.

88. The Mobility Strategy for Woking FC will provide people will alternatives to the private car, and this, together with behavioural change, will limit the extent to which delay on the highway network materialises. In addition, there is no policy which protects the convenience of the car driver, and as per NPPF, development should only be refused where the residual impact of development is severe.

89. However, in line with the Council's objectives, the applicant is investigating the potential to improve the pedestrian environment at this roundabout.

Bullet Point 16– Flows into and out of Town Centre

90. The assessed junction within the closest proximity to the town centre is the Guildford Road / York Road priority junction. All movements into / from the Guildford Road north arm for 2024 base and 2024 Base + Dev AM and PM peak scenarios assessed with the submitted TA are presented in **Table 6,** paired with the percentage impact of the development trips.

Table 6 – Flows into and Out of Woking Town Centre

	AM			PM		
	2024 Base	**2024 + Residential**	**Percentage Impact**	**2024 Base**	**2024 + Residential**	**Percentage Impact**
Into Town Centre Flows	952	988	+4%	764	742	-3%
Out of Town Centre Flows	938	919	-2%	1164	1156	-1%

91. As can be seen within **Table 6** the level of traffic flows into and out of the town centre are not seen to be high. Equally the percentage impact of the development for trips into / out of the town centre is negligible with three of the four scenarios having a negative impact. The reason for this is due to the removal of the existing snooker club trips and gymnastic club trips, and relocation of the David Lloyd, outweighing the proposed new residential trips expected to route into and out the town centre. Paired with this the proposals included within the Mobility Strategy will encourage future residents of the site to travel by modes other the car into the town centre due to its proximity to the site.

92. Flows into and out of the town centre during the day not generally exceed the AM and PM peak numbers with the 2019 MCC surveys for the Guildford Road / York Road priority junction provided in **Appendix E** for reference.

Bullet Point 17 –Kingfield Road Pedestrian Crossing

93. The pedestrian flows across the traffic lights on Kingfield Road pre and post-game match day and non-match day are presented in **Table 7** below. The pedestrian survey was undertaken at key links surrounding the stadium on 6th April 2019 for the match where an attendance of 4,589 was recorded and 18th May 2019 for the non-match day.

Table 7 – Kingfield Road Crossing Pedestrian Flows

Mode – Walking	Saturday (Pre-Game)		Saturday (Post-Game)	
	Northbound	Southbound	Northbound	Southbound
4,589 (Observed)	35	563	777	15
Non-Match Day	31	6	18	25

94. As can be seen within **Table 7** in the Saturday pre- game period 563 southbound pedestrians are recorded using the crossing the majority of which it can be assumed will be attending the football match. In the Saturday post- game period 777 northbound pedestrians are recorded using the crossing the majority of which it can be assumed will be leaving the football match walking back in the direction of Woking Town Centre and Railway Station. The raw pedestrian count data for this location is provided in **Appendix F** for reference.

95. The pedestrian crossing located on Kingfield Road (W) is located 50m west of stadium access the junction. TRL Junctions 9 Appendix G Section 22.1.2 Guidance states '*All pedestrians crossing the road within 20 metres of the give-way line are included. Flows on a pedestrian crossing should be included if the edge of the crossing nearest the give-way line is within 20*

metres'. The pedestrian crossing is therefore considered not have an impact on its operation hence as to why it has not been included within the model.

96. Vectos have not proposed improvements to the crossing particularly for its use on match days because of the proposals submitted within the EMP. As detailed within the EMP 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.

97. Stewards wearing high-visibility clothing will be in position at the entrances to the on-site car parks and stadium including the Kingfield Road crossing. They will aid the smooth and efficient movement of pedestrians to and from the stadium in conjunction with any vehicles travelling through the traffic network surrounding the stadium during the pre and post-game time periods. This may include management of the pedestrian crossing which is currently 4m in width. Based on TfLs Pedestrian Comfort Assessment[1] the crossing is likely to operate with a score of C for the Pre-Game Match Day Southbound Flows and D for the Post-Game Match Day Northbound Flows. This shows that the crossing even without any proposed mitigation can still work within capacity.

Bullet Point 18 –Queue Length Validation Reports

98. A comparison between the observed max queue lengths and max modelled queues on the same arm in which they were recorded for each of the assessed junctions within the TA is presented within **Tables 8 – 15** below. A comparison is not provided for the new Blocks 1 and 2 residential access due to it being a new access. A comparison is also not provided for Westfield Avenue / Kingfield Road junction due to there being no available data. No weekday pre and post-game queue surveys were recorded due to these time periods being factored from the weekday pre and post non gameday traffic data as detailed within the submitted TA.

99. However, it should be noted that queue length surveys are able to provide an estimation of conditions at the site but cannot be expected to be replicated accurately within a model. Reasons for this include:

- The tendency for the model results to fluctuate between different model runs;
- The day-to-day variance in real-life conditions at the site meaning that results taken from one day cannot be applied too rigidly; and
- The software's mathematical interpretation of queue lengths compared with the subjective nature of human interpretation during manual surveys.

100. Neither TfL, DMRB nor WebTAG provide any specific guidelines on queue assessments. DMRB actually states that "precise validation of queue lengths can be difficult because of the volatility of the observed data". Overall, it is not appropriate to validate traffic models

[1] http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf

against queue lengths, and whilst the modelled queues are broadly reflective of the observed queues this should not be used as a measurement for the appropriateness of the models.

101. For the Claremont Avenue / Kingfield Road Junction Versions A and B the PICADY model was calibrated according to the observed queue lengths of the Queue Length surveys due to the initially modelled base results not matching the observed queues. The capacity was then adjusted using an iterative process until the model queue was representative of the observed queue.

Table 8 – Observed and Modelled Max Queues Stadium Access Junction

	AM		PM	
	Modelled Max Queue (Veh)	**Observed Max Queue (Veh)**	**Modelled Max Queue (Veh)**	**Observed Max Queue (Veh)**
2019 Base	0.1	6	0.3	5
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	0.2	4	0.3	8
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	0.3	6	0.9	11

102. As can be seen in **Table 8** the modelled queues are circa 4-10 vehicles below the observed queues. Despite this the max queue in all of the scenarios is only reached in one or two of the recorded 5-minute periods apart from the weekend post-game match day which is to be expected. For the remainder of the observed hours the average queues are comparable to the queues within the model.

Table 9 – Observed and Modelled Max Queues Southern Residential Access Junction

	AM		PM	
	Modelled Max Queue (Veh)	**Observed Max Queue (Veh)**	**Modelled Max Queue (Veh)**	**Observed Max Queue (Veh)**
2019 Base	0.1	2	0.2	2
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	0.1	1	0.1	2
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	0.1	2	0.3	3

103. As can be seen in **Table 9** the observed queue lengths broadly match those within the model.

Table 10 – Observed and Modelled Max Queues Wych Hill Lane / Kingfield Road Roundabout

	AM		PM	
	Modelled Max Queue (Veh)	Observed Max Queue (Veh)	Modelled Max Queue (Veh)	Observed Max Queue (Veh)
2019 Base	6.4	7	3.6	7
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	1.5	7	1.2	8
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	1.8	4	3.8	7

104. As can be seen in **Table 10** the observed queues broadly match the modelled queues with the greatest difference observed in the weekend no match day scenarios. Despite this the max queue in both scenarios is only reached in one 5-minute period with the remainder of the hour the average queues being comparable to the queues within the model.

Table 11 – Observed and Modelled Max Queues York Road / Guildford Road Junction

	AM		PM	
	Modelled Max Queue (Veh)	Observed Max Queue (Veh)	Modelled Max Queue (Veh)	Observed Max Queue (Veh)
2019 Base	1.0	11	0.4	5
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	0.3	4	0.3	5
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	0.3	6	0.3	4

105. As can be seen in **Table 11** the modelled queues are circa 4-10 vehicles below the observed queues. Despite this the max queue in all of the scenarios is only reached in one or two of the recorded 5-minute periods. The remainder of the observed hours the average queues are comparable to the queues within the model.

Table 12 – Observed and Modelled Max Queues High Street / Kingfield Road Roundabout

	AM		PM	
	Modelled Max Queue (Veh)	**Observed Max Queue (Veh)**	**Modelled Max Queue (Veh)**	**Observed Max Queue (Veh)**
2019 Base	2.8	8	6.4	11
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	2.1	4	1.9	4
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	5.9	7	2.4	4

106. As can be seen in **Table 12** the observed queue lengths broadly match those within the model except for the 2019 base which have an average difference of 5 vehicles. Despite this the max queue in both scenarios is only reached in one 5-minute period with the remainder of the hour the average queues being comparable to the queues within the model.

Table 13 – Observed and Modelled Max Queues Mayford Green Road / Egley Road Roundabout

	AM		PM	
	Modelled Max Queue (Veh)	**Observed Max Queue (Veh)**	**Modelled Max Queue (Veh)**	**Observed Max Queue (Veh)**
2019 Base	1.8	8	2.0	7
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	1.0	4	0.8	5
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	1.2	5	0.7	5

107. As can be seen in **Table 13** the observed queue lengths broadly match those within the model except for the 2019 base which have an average difference of 5 to 6 vehicles. Despite this the max queue in both scenarios is only reached in two of the 5-minute periods with the remainder of the hour the average queues being comparable to the queues within the model.

Table 14 – Observed and Modelled Max Queues Claremont Avenue / Kingfield Road / Wych Hill Lane Version A

	AM		PM	
	Modelled Max Queue (Veh)	Observed Max Queue (Veh)	Modelled Max Queue (Veh)	Observed Max Queue (Veh)
2019 Base	1.5	1.6	1.5	2.0
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	0.7	0.4	0.9	1.1
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	1.1	1.3	2.1	2.9

108. As can be seen in **Table 14** the observed queue lengths broadly match those within the model.

Table 15 – Observed and Modelled Max Queues Claremont Avenue / Kingfield Road / Wych Hill Lane Version B

	AM		PM	
	Modelled Max Queue (Veh)	Observed Max Queue (Veh)	Modelled Max Queue (Veh)	Observed Max Queue (Veh)
2019 Base	4.6	7.3	4.6	7.4
	Weekend Pre-Game (No-Match)		**Weekend Post-Game (No-Match)**	
2019 Base	5.3	6.8	3.2	4.1
	Weekend Pre-Game (Matchday)		**Weekend Post-Game (Matchday)**	
2019 Base	5.4	9.3	5.2	4.8

109. As can be seen in **Table 15** the observed queue lengths broadly match those within the model.

110. The data presented broadly demonstrates that the modelled queues and the observed survey queues are comparable. Therefore, the models are considered a reasonable basis for assessing the operation of the junctions in the future following the build out of the Woking FC development.

Bullet Point 19 – Paul Wheller Contact

111. Vectos have liaised with Paul Wheller at Vectos in relation to the Woking Town Centre work. At this stage, there are no aspects of this work which impact on the Woking FC proposals.

Bullet Points 20-28 – Bus Proposal Comments on the Stadium and Residential

112. A meeting was held with the Passenger Transport Team (PPT) at SCC on 27/02/2020. An agreement in principle in relation to public transport improvements was reached.

113. To serve the residential element of the development there is an agreement in principle to:

- A 20 minute frequency service between the site and Woking town centre and Guildford, with 3 buses per hour operating in each direction.
- The hours of operation would be 6am – 7pm, Monday to Saturday, with a reduced level of service after 7pm.
- The level of service on a Sunday would be less, but still enhanced from the existing arrangement to better than 1 bus per hour

114. To service the football stadium element of the development there is an agreement in principle to:

- Duplicate bus services between Woking rail station and the site to provide 'appropriate capacity'.
- Pre-match, a duplication of all Max 34 services (including the diverted Max 35 i.e a 20 minute frequency service) operating for circa 90 minutes prior to the match and 60 minutes after a match. For example, for a Saturday 3pm kick-off, all services operating and serving the site between 1:30pm – 2:45pm and 4:30pm – 5:30pm would be duplicated. For a 7:45pm kick-off, it would be 6pm – 7:30pm and 9:15pm – 10pm.

115. There is agreement to provide:

- Raised kerbs and new bus shelters at the two nearest bus stops to the site – the 'leisure centre' bus stops. The approximate cost would be £20k per shelter = circa £40k.
- RTI provision in the new bus shelters, together with an RTI feed into the on-site Mobility Hub. The approximate costs would be £10k per RTI system per bus stop = circa £20k.

116. The precise details of the required funding for public transport will be set out in a S106 agreement.

APPENDIX A

Tel: 02085418768
E-mail: abigail.solway@surreycc.gov.uk

Contact Officer: Abigail Solway
WOKING BOROUGH COUNCIL
CIVIC OFFICES
GLOUCESTER SQUARE
TOWN CENTRE
WOKING
GU21 1YL

7 February 2020

Dear Ben

APPLICATION NO. WO/19/1176
SITE: "Land South Of Kingfield Road And East Of Westfield Avenue, Westfield Avenue, Westfield, Woking, Surrey, GU22 9PF"

I refer to the above planning application which appears to affect a road for which Surrey County Council is the Highway Authority. You have requested our consideration of the highway and transport issues associated with this development, before I am able to provide a full response, I require the following information from the Applicant:

After reviewing the Transport Assessment, the Highway Authority have the following comments:

- Page 16- What times of day will the Micro Consolidation Centre be open? What will happen to this centre on match days?

- Page 16- It is mentioned that larger deliveries will be delivered direct to resident's apartments. Does this mean delivery vehicles can enter the residential accesses car parks, and turn so that they can enter and exit the site in forward gear?

- Page 17- Following the parking beat surveys, can a plan be submitted showing where parking restrictions would be appropriate for Match Days.

- Page 32, 5.17- Was the ATC to the West of the stadium access road undertaken in May half term?

- Page 36- This accident data is not up to date. Please can up to date accident data be

provided. Further, there is very little detail of the actual accidents, so it is not clear if there are any particular safety issues at the junctions mentioned.

- Page 36- Why have only three junctions been looked at? Some justification is needed on this.
- Page 36- The Highway Authority do consider that the amount of accidents is high, especially for the Westfield Road and Vicarage Road/High Street Roundabout, with 31 slight and 7 serious collisions in the past six years.
- Page 62- There is no mention of the Medical Centre in the Transport Assessment. Where will this be located, and who will use it?
- Page 64- Can an extract of this census data please be provided?
- Page 65, 8.32- The 10% is an unknown figure, and it is an uncertain. The Highway Authority would therefore like this to be removed. The same applies to the Residential and Leisure sections.
- Page 71, 8.47- The Highway Authority believe a 40/20 split would be more realistic, rather than 30/30 split for the car drivers and car passengers.
- Page 83- Where is Green Lane/Stewartby Way junction?
- Page 83, 11.4- Are these the highway peaks in the area?
- Page 92- The Highway Authority are concerned with the 0.98 RFC figure in the AM peak for the 2024 plus residential development scenario. Can any improvements be done to this junction?
- Page 98- The Highway Authority are concerned with the 0.97 RFC figure in the PM peak for the 2024 plus residential development scenario, and the weekday pre-game, and weekend pre game. Can any improvements be done to this junction?
- What are the flows into/from the town centre in the AM peak, PM peak, and generally throughout the day?
- What are the flows of pedestrians across the traffic lights on Kingfield Road? There needs to be an analysis of this crossing on match days with a justification as to why improvements are not being proposed here.
- Queue length validation reports need to be submitted for the junctions that have been assessed.
- Have the Transport Consultants liaised with Paul Weller from Vectos? He is aware of all the Woking Town Centre work.

Bus Proposal Comments on the Stadium:

- Having spoken to our Passenger Transport Team (PTT) at Surrey County Council, they have some comments to make on the bus proposals. It is mentioned that Vectos and Arriva have come up with the best way to increase buses on match days. However, these discussions need to be held with our PTT, who will then secure the funding

arrangement with Arriva. The PTT do not agree that duplicate buses are the best option to promote sustainable travel to and from the site. They would rather additional buses on a different timetable, to increase the frequency. Timescales of funding have not been mentioned, but the PTT believe that this should be provided in perpetuity, for as long as the stadium is in operation.

- Table 8.19: Football Spectators Mode Split- It is assumed in this table that spectators only take one form of travel. For those 12.6% of spectators that get the train, what proportion of these also take the bus from the station to the stadium? It is thought that a significant amount of this group would also take the bus, which would then add to these figures.
- 5.12- The two 'Leisure Centre' bus stops located on Kingfield Road both need improving. Both stops need:
- New bus shelters- these may need to be larger ones to accommodate the football spectators.
- A real time passenger information (RTPI) display to be installed in the bus shelter to provide bus departure information to passengers. A power supply would need to be provided into the bus shelter for the RTPI display.
- The provision of raised kerbing (to a height of 140mm over a 9.0m length) to ensure level access onto / off buses for those with mobility issues.

Bus Proposal Comments on the Residential:

- How far is the furthest flat from the bus stops?
- It is mentioned that the forecast demand from the proposed residential development will not have a material impact on bus capacity or bus level of service, and the existing level of service provided on the bus network will be able to accommodate the additional forecast demand. The Highway Authority and PTT would disagree with this. There will be an additional demand from the residential part of the development for a more reliable and frequent bus service. Currently the buses come to the site every 20, 20 and 40 minutes. It is unlikely a resident would wait up to 40 minutes for a bus, and therefore this needs to be addressed in order to improve modal split away from the private car, and promote sustainable travel for the future residents.
- What is the predicted distribution of residents on the buses?

Please request that the Applicant provides the above amendments/information in sufficient time so that we may respond before your deadline for determination. Please ensure that the response to this letter is in writing and all appropriate documentation, as requested, is attached.

Kind regards,

Abi

APPENDIX B

SURREY
COUNTY COUNCIL

School Term and Holiday dates 2018/2019

	SEPTEMBER Autumn Term 2018					**OCTOBER**					**NOVEMBER**					**DECEMBER**					
Monday		**3**	**10**	**17**	**24**	**1**	**8**	**15**	**22**	**29**		**5**	**12**	**19**	**26**		**3**	**10**	**17**	**24**	**31**
Tuesday		**4**	**11**	**18**	**25**	**2**	**9**	**16**	**23**	**30**		**6**	**13**	**20**	**27**		**4**	**11**	**18**	**25**	
Wednesday		**5**	**12**	**19**	**26**	**3**	**10**	**17**	**24**	**31**		**7**	**14**	**21**	**28**		**5**	**12**	**19**	**26**	
Thursday		**6**	**13**	**20**	**27**	**4**	**11**	**18**	**25**		**1**	**8**	**15**	**22**	**29**		**6**	**13**	**20**	**27**	
Friday		**7**	**14**	**21**	**28**	**5**	**12**	**19**	**26**		**2**	**9**	**16**	**23**	**30**		**7**	**14**	**21**	**28**	
Saturday	1	8	15	22	29	6	13	20	27		3	10	17	24		1	8	15	22	29	
Sunday	2	9	16	23	30	7	14	21	28		4	11	18	25		2	9	16	23	30	

	JANUARY Spring Term 2019					**FEBRUARY**					**MARCH**					**APRIL** Summer Term 2019					
Monday		**7**	**14**	**21**	**28**		**4**	**11**	**18**	**25**		**4**	**11**	**18**	**25**	**1**	**8**	**15**	**22**	**29**	
Tuesday	**1**	**8**	**15**	**22**	**29**		**5**	**12**	**19**	**26**		**5**	**12**	**19**	**26**	**2**	**9**	**16**	**23**	**30**	
Wednesday	**2**	**9**	**16**	**23**	**30**		**6**	**13**	**20**	**27**		**6**	**13**	**20**	**27**	**3**	**10**	**17**	**24**		
Thursday	**3**	**10**	**17**	**24**	**31**		**7**	**14**	**21**	**28**		**7**	**14**	**21**	**28**	**4**	**11**	**18**	**25**		
Friday	**4**	**11**	**18**	**25**		**1**	**8**	**15**	**22**		**1**	**8**	**15**	**22**	**29**	**5**	**12**	**19**	**26**		
Saturday	5	12	19	26		2	9	16	23		2	9	16	23	30	6	13	20	27		
Sunday	6	13	20	27		3	10	17	24		3	10	17	24	31	7	14	21	28		

	MAY					**JUNE**					**JULY**					**AUGUST**					
Monday		**6**	**13**	**20**	**27**		**3**	**10**	**17**	**24**	**1**	**8**	**15**	**22**	**29**		**5**	**12**	**19**	**26**	
Tuesday		**7**	**14**	**21**	**28**		**4**	**11**	**18**	**25**	**2**	**9**	**16**	**23**	**30**		**6**	**13**	**20**	**27**	
Wednesday	**1**	**8**	**15**	**22**	**29**		**5**	**12**	**19**	**26**	**3**	**10**	**17**	**24**	**31**		**7**	**14**	**21**	**28**	
Thursday	**2**	**9**	**16**	**23**	**30**		**6**	**13**	**20**	**27**	**4**	**11**	**18**	**25**		**1**	**8**	**15**	**22**	**29**	
Friday	**3**	**10**	**17**	**24**	**31**		**7**	**14**	**21**	**28**	**5**	**12**	**19**	**26**		**2**	**9**	**16**	**23**	**30**	
Saturday	4	11	18	25		1	8	15	22	29	6	13	20	27		3	10	17	24	31	
Sunday	5	12	19	26		2	9	16	23	30	7	14	21	28		4	11	18	25		

Bank and Public Holidays 2018/2019

Christmas Day	-	Tuesday 25 December	Easter Monday	-	Monday 22 April
Boxing Day	-	Wednesday 26 December	May Day Bank Holiday	-	Monday 06 May
New Years Day	-	Tuesday 01 January	Spring Bank Holiday	-	Monday 27 May
Good Friday	-	Friday 19 April	Summer Bank Holiday	-	Monday 26 August

Start of Term **School Holidays**

End of Term **Public Holidays**

School Term and Holiday dates 2018/19

Term	**Start**	**End**	**Days**
AUTUMN 2018	Tues 4 Sept 2018	Fri 19 Oct 2018	34
Half term	*Mon 22 Oct 2018*	*Fri 26 Oct 2018*	
	Mon 29 Oct 2018	Wed 19 Dec 2018	38
SPRING 2019	Thurs 03 Jan 2019	Fri 15 Feb 2019	32
Half term	*Mon 18 Feb 2019*	*Fri 22 Feb 2019*	
	Mon 25 Feb 2019	Fri 05 Apr 2019	30
SUMMER 2019	Tues 23 Apr 2019	Fri 24 May 2019 (plus Bank Holiday on 6 May)	23
Half term	*Mon 27 May 2019*	*Fri 31 May 2019 (incl Bank Holiday on 27 May)*	
	Mon 3 June 2019	Wed 24 July 2019	38
			195

APPENDIX C

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006466 : Woking 011
rural urban	Total

Method of Travel to Work	2011
All categories: Method of tra	6,218
Work mainly at or from hom	226
Underground, metro, light ra	18
Train	463
Bus, minibus or coach	81
Taxi	12
Motorcycle, scooter or mope	48
Driving a car or van	2,814
Passenger in a car or van	205
Bicycle	188
On foot	371
Other method of travel to wo	18
Not in employment	1,774

Train	481	11%
Bus	81	2%
Taxi	12	0%
Motorcycle	48	1%
Car Driver	2,814	67%
Car Passenger	205	5%
Bicycle	188	4%
Walk	371	9%
Other	18	0%
Total	4,218	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, |

particularly small counts at the lowest geographies.

APPENDIX D

Department for Transport statistics
National Travel Survey

Table NTS0409
Average number of trips (trip rates) by purpose and main mode: England, 2017

	Trips per person per year													
Purpose	**Walk**	**Bicycle**	**Car / van driver**	**Car / van passenger**	**Motorcycle**	**Other private transport[1]**	**Bus in London**	**Other local bus**	**Non-local bus**	**London Underground**	**Surface rail**	**Taxi / minicab**	**Other public transport[2]**	**All modes**
Commuting	16	6	80	11	2	-	5	7	-	5	10	1	2	144
Business	3	1	18	1	-	-	1	1	-	1	2	-	-	27
Education / escort education	52	2	25	27	-	2	3	7	0	1	2	1	-	122
Shopping	50	2	85	35	-	1	3	10	-	1	1	1	1	189
Other escort	12	-	47	26	-	-	1	1	-	-	-	-	-	87
Personal business	24	1	40	22	-	1	2	4	0	1	1	1	-	96
Leisure[3]	41	6	96	82	1	2	3	8	1	2	5	4	1	252
Other including just walk	57	0	-	-	-	0	0	-	0	0	-	-	0	58
All purposes	255	17	390	204	3	6	17	37	1	10	21	9	4	975
Unweighted sample size: trips ('000s)	69	4	102	54	1	2	4	9	-	2	5	2	1	256

1 Mostly private hire bus (including school buses).
2 Air, ferries and light rail.
3 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.
Data for 2002-2015 have been revised, see publication for details. Corrections have been made to figures previously published in this table.
The figures in this table are National Statistics
The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.
The survey results are subject to sampling error.

Email: national.travelsurvey@dft.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 26 July 2018
Next update: Summer 2019

APPENDIX E

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00								0	3	1	0	0	0	0	0	4	40	4	0	0	0	0	0	44
06:15								0	2	0	0	0	0	0	0	2	53	7	1	0	1	0	0	62
06:30								0	5	1	1	0	0	0	1	8	49	11	2	0	2	0	1	65
06:45								0	9	1	0	0	2	0	0	12	75	15	1	0	2	1	0	94
07:00								0	19	4	0	0	2	1	1	27	89	15	2	3	0	0	3	112
07:15								0	11	1	0	0	1	1	0	14	119	17	2	0	1	2	1	142
07:30								0	12	3	0	0	0	1	1	17	143	18	3	0	1	1	0	166
07:45								0	16	3	0	0	1	0	1	21	171	26	6	0	1	0	2	206
08:00								0	25	2	0	0	1	1	0	29	157	23	2	1	3	1	0	187
08:15								0	22	1	0	0	0	0	1	24	147	23	1	0	1	1	3	176
08:30								0	48	1	0	0	1	0	0	50	171	11	3	2	0	0	3	190
08:45								0	40	3	0	0	1	0	1	45	164	22	3	0	0	1	0	190
09:00								0	30	3	0	0	1	0	0	34	135	21	4	1	2	1	0	164
09:15								0	21	4	0	0	0	0	0	25	141	16	2	0	0	0	0	159
09:30								0	23	3	0	0	1	0	0	27	131	12	4	1	1	0	0	149
09:45								0	19	2	0	0	1	0	1	23	124	15	2	1	1	2	1	146
15:00								0	16	0	0	0	0	0	0	16	131	14	2	1	1	4	0	153
15:15								0	29	0	0	0	1	0	0	30	163	16	2	0	0	2	0	183
15:30								0	22	2	0	0	0	0	0	24	211	21	2	0	0	1	1	236
15:45								0	27	3	0	0	1	1	1	33	183	27	1	0	4	1	1	217
16:00								0	28	5	0	0	0	0	1	34	171	15	0	0	3	0	0	189
16:15								0	25	3	0	0	0	0	0	28	201	17	0	0	4	3	0	225
16:30								0	27	3	0	0	0	0	0	30	205	24	1	1	1	1	0	233
16:45								0	34	2	0	0	1	2	1	40	225	22	3	0	0	2	1	253
17:00								0	17	3	0	0	2	0	0	22	219	15	1	0	1	3	2	241
17:15								0	32	2	0	0	1	0	0	35	207	10	0	0	2	2	6	227
17:30								0	26	2	0	0	0	1	0	29	229	10	1	0	2	1	4	247
17:45								0	23	1	0	0	0	1	1	26	233	10	0	1	0	3	5	252
18:00								0	26	3	0	0	2	0	1	32	228	15	1	0	0	4	3	251
18:15								0	34	1	0	0	0	0	4	39	194	14	1	0	2	2	4	217
18:30								0	24	1	0	0	0	1	3	29	193	9	0	0	1	1	4	208
18:45								0	34	2	0	0	0	0	4	40	200	5	1	0	1	2	0	209
19:00								0	30	3	0	0	1	1	1	36	201	5	0	0	1	4	3	214
19:15								0	28	0	0	0	0	0	1	29	176	4	0	0	1	1	4	186
19:30								0	25	0	0	0	0	0	3	28	158	8	1	0	1	2	1	171
19:45								0	23	1	0	0	1	2	0	27	168	5	0	0	1	3	1	178
20:00								0	17	1	0	0	0	1	0	19	106	4	1	0	0	3	1	115
20:15								0	21	0	0	0	0	1	0	22	105	1	0	0	1	6	1	114
20:30								0	11	1	0	0	0	0	0	12	91	2	1	0	1	2	2	99
20:45								0	11	0	0	0	0	0	0	11	103	3	0	0	1	1	1	109
21:00								0	17	1	0	0	0	0	1	19	106	2	0	0	0	2	1	111
21:15								0	19	1	0	0	0	0	0	20	98	1	1	0	1	2	0	103
21:30								0	9	0	0	0	0	0	0	9	83	5	0	0	0	1	0	89
21:45								0	16	0	0	0	0	0	0	16	113	3	0	0	1	0	0	117
22:00								0	8	1	0	0	0	1	0	10	67	0	1	0	0	0	0	68
22:15								0	12	0	0	0	0	0	0	12	66	3	0	0	0	0	0	69
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	19	3	1	0	2	0	1	26	217	37	4	0	5	1	1	265
06:15	0	0	0	0	0	0	0	0	35	6	1	0	4	1	2	49	266	48	6	3	5	1	4	333
06:30	0	0	0	0	0	0	0	0	44	7	1	0	5	2	2	61	332	58	7	3	5	3	5	413
06:45	0	0	0	0	0	0	0	0	51	9	0	0	5	3	2	70	426	65	8	3	4	4	4	514
07:00	0	0	0	0	0	0	0	0	58	11	0	0	4	3	3	79	522	76	13	3	3	3	6	626
07:15	0	0	0	0	0	0	0	0	64	9	0	0	3	3	2	81	590	84	13	1	6	4	3	701
07:30	0	0	0	0	0	0	0	0	75	9	0	0	2	2	3	91	618	90	12	1	6	3	5	735
07:45	0	0	0	0	0	0	0	0	111	7	0	0	3	1	2	124	646	83	12	3	5	2	8	759
08:00	0	0	0	0	0	0	0	0	135	7	0	0	3	1	2	148	639	79	9	3	4	3	6	743
08:15	0	0	0	0	0	0	0	0	140	8	0	0	3	0	2	153	617	77	11	3	3	3	6	720
08:30	0	0	0	0	0	0	0	0	139	11	0	0	3	0	1	154	611	70	12	3	2	2	3	703
08:45	0	0	0	0	0	0	0	0	114	13	0	0	3	0	1	131	571	71	13	2	3	2	0	662
09:00	0	0	0	0	0	0	0	0	93	12	0	0	3	0	1	109	531	64	12	3	4	3	1	618
15:00	0	0	0	0	0	0	0	0	94	5	0	0	2	1	1	103	688	78	7	1	5	8	2	789
15:15	0	0	0	0	0	0	0	0	106	10	0	0	2	1	2	121	728	79	5	0	7	4	2	825
15:30	0	0	0	0	0	0	0	0	102	13	0	0	1	1	2	119	766	80	3	0	11	5	2	867
15:45	0	0	0	0	0	0	0	0	107	14	0	0	1	1	2	125	760	83	2	1	12	5	1	864
16:00	0	0	0	0	0	0	0	0	114	13	0	0	1	2	2	132	802	78	4	1	8	6	1	900
16:15	0	0	0	0	0	0	0	0	103	11	0	0	3	2	1	120	850	78	5	1	6	9	3	952
16:30	0	0	0	0	0	0	0	0	110	10	0	0	4	2	1	127	856	71	5	1	4	8	9	954
16:45	0	0	0	0	0	0	0	0	109	9	0	0	4	3	1	126	880	57	5	0	5	8	13	968
17:00	0	0	0	0	0	0	0	0	98	8	0	0	3	2	1	112	888	45	2	1	5	9	17	967
17:15	0	0	0	0	0	0	0	0	107	8	0	0	3	2	2	122	897	45	2	1	4	10	18	977
17:30	0	0	0	0	0	0	0	0	109	7	0	0	2	2	6	126	894	49	3	1	4	10	16	967
17:45	0	0	0	0	0	0	0	0	107	6	0	0	2	2	9	126	848	48	2	1	3	10	16	928
18:00	0	0	0	0	0	0	0	0	118	7	0	0	2	1	12	140	815	43	3	0	4	9	11	885
18:15	0	0	0	0	0	0	0	0	122	7	0	0	1	2	12	144	788	33	2	0	5	9	11	848
18:30	0	0	0	0	0	0	0	0	116	6	0	0	1	2	9	134	770	23	1	0	4	8	11	817
18:45	0	0	0	0	0	0	0	0	117	5	0	0	1	1	9	133	735	22	2	0	4	9	8	780
19:00	0	0	0	0	0	0	0	0	106	4	0	0	2	3	5	120	703	22	1	0	4	10	9	749
19:15	0	0	0	0	0	0	0	0	93	2	0	0	1	3	4	103	608	21	2	0	3	9	7	650
19:30	0	0	0	0	0	0	0	0	86	2	0	0	1	4	3	96	537	18	2	0	3	14	4	578
19:45	0	0	0	0	0	0	0	0	72	3	0	0	1	4	0	80	470	12	2	0	3	14	5	506
20:00	0	0	0	0	0	0	0	0	60	2	0	0	0	2	0	64	405	10	2	0	3	12	5	437
20:15	0	0	0	0	0	0	0	0	60	2	0	0	0	1	1	64	405	8	1	0	3	11	5	433
20:30	0	0	0	0	0	0	0	0	58	3	0	0	0	0	1	62	398	8	2	0	3	7	4	422
20:45	0	0	0	0	0	0	0	0	56	2	0	0	0	0	1	59	390	11	1	0	2	6	2	412
21:00	0	0	0	0	0	0	0	0	61	2	0	0	0	0	1	64	400	11	1	0	2	5	1	420
21:15	0	0	0	0	0	0	0	0	52	2	0	0	0	1	0	55	361	9	2	0	2	3	0	377
21:30	0	0	0	0	0	0	0	0	45	1	0	0	0	1	0	47	329	11	1	0	1	1	0	343

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

	B to B								B to A								B to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00								0	66	6	1	0	0	3	1	77	0	0	0	0	0	0	0	0
06:15								0	58	4	0	1	1	1	1	66	1	1	0	0	0	0	0	2
06:30								0	114	10	1	0	0	1	2	128	1	0	0	0	0	0	0	1
06:45								0	136	23	2	1	1	1	4	168	1	0	0	0	0	0	0	1
07:00								0	154	22	2	1	1	2	4	186	1	0	0	0	0	0	0	1
07:15								0	194	27	2	0	2	1	5	231	2	0	0	0	0	0	0	2
07:30								0	164	27	5	2	0	1	1	200	1	0	0	0	0	0	0	1
07:45								0	145	20	3	3	1	2	3	177	0	0	0	0	0	0	0	0
08:00								0	153	12	2	1	2	2	4	176	1	0	0	0	0	0	0	1
08:15								0	120	10	2	0	0	4	3	139	1	0	0	0	0	0	0	1
08:30								0	157	16	2	2	2	2	4	185	2	1	0	0	0	1	0	4
08:45								0	151	15	2	2	1	2	3	176	6	0	0	0	0	0	0	6
09:00								0	138	13	3	2	0	3	3	162	5	0	0	0	0	1	1	7
09:15								0	146	10	5	3	0	1	3	168	3	0	0	0	0	0	0	3
09:30								0	153	17	1	3	1	3	1	179	4	0	0	0	0	0	0	4
09:45								0	120	13	4	0	2	1	2	142	3	1	0	0	0	0	0	4
15:00								0	132	10	1	1	1	0	1	146	1	1	0	0	0	0	1	3
15:15								0	147	16	2	1	1	1	1	169	1	1	0	0	0	0	0	2
15:30								0	103	10	3	4	1	3	1	125	3	1	0	0	1	0	0	5
15:45								0	103	14	2	2	1	0	2	124	2	0	0	0	0	0	0	2
16:00								0	148	9	1	0	0	2	3	163	3	0	0	0	0	0	0	3
16:15								0	149	17	0	1	4	2	3	176	3	0	0	0	0	0	0	3
16:30								0	137	6	0	0	1	2	2	148	1	0	0	0	0	0	0	1
16:45								0	121	6	1	0	2	4	1	135	2	0	0	0	0	0	0	2
17:00								0	115	14	1	0	1	1	0	132	3	2	0	0	0	0	0	5
17:15								0	138	9	1	1	0	1	0	150	4	0	0	0	0	0	0	4
17:30								0	142	8	0	1	1	3	1	156	4	0	0	0	0	0	0	4
17:45								0	122	7	0	0	1	1	0	131	2	1	0	0	0	0	0	3
18:00								0	143	9	1	0	1	3	0	157	2	0	0	0	0	0	0	2
18:15								0	131	6	0	0	0	2	2	141	0	0	0	0	0	0	0	0
18:30								0	133	12	0	1	1	2	2	151	1	0	0	0	0	0	0	1
18:45								0	131	7	0	0	1	0	5	144	2	0	0	0	0	0	0	2
19:00								0	161	6	0	0	1	2	2	172	3	0	0	0	0	0	0	3
19:15								0	128	3	0	0	0	0	1	132	4	0	0	0	0	0	0	4
19:30								0	87	3	0	0	0	1	0	91	1	0	0	0	0	0	0	1
19:45								0	104	1	0	0	1	0	1	107	1	0	0	0	0	0	0	1
20:00								0	119	6	0	0	0	2	0	127	2	0	0	0	0	0	0	2
20:15								0	101	4	1	0	0	1	0	107	0	0	0	0	0	0	0	0
20:30								0	89	4	0	0	1	2	0	96	4	0	0	0	0	0	0	4
20:45								0	90	3	0	0	0	1	0	94	2	0	0	0	0	0	0	2
21:00								0	85	0	1	0	1	2	2	91	1	0	0	0	0	0	0	1
21:15								0	83	1	0	0	0	1	2	87	4	0	0	0	0	0	0	4
21:30								0	69	2	1	0	0	2	1	75	1	0	0	0	0	0	0	1
21:45								0	63	0	0	0	1	0	0	64	2	0	0	0	0	0	0	2
22:00								0	61	1	0	0	0	0	0	62	1	0	0	0	0	0	0	1
22:15								0	63	4	0	0	0	0	0	67	4	0	0	0	0	0	0	4
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	374	43	4	2	2	6	8	439	3	1	0	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	462	59	5	3	3	5	11	548	4	1	0	0	0	0	0	5
06:30	0	0	0	0	0	0	0	0	598	82	7	2	4	5	15	713	5	0	0	0	0	0	0	5
06:45	0	0	0	0	0	0	0	0	648	99	11	4	4	5	14	785	5	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	657	96	12	6	4	6	13	794	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	656	86	12	6	5	6	13	784	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	582	69	12	6	3	9	11	692	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	575	58	9	6	5	10	14	677	4	1	0	0	0	1	0	6
08:00	0	0	0	0	0	0	0	0	581	53	8	5	5	10	14	676	10	1	0	0	0	1	0	12
08:15	0	0	0	0	0	0	0	0	566	54	9	6	3	11	13	662	14	1	0	0	0	2	1	18
08:30	0	0	0	0	0	0	0	0	592	54	12	9	3	8	13	691	16	1	0	0	0	2	1	20
08:45	0	0	0	0	0	0	0	0	588	55	11	10	2	9	10	685	18	0	0	0	0	1	1	20
09:00	0	0	0	0	0	0	0	0	557	53	13	8	3	8	9	651	15	1	0	0	0	1	1	18
15:00	0	0	0	0	0	0	0	0	485	50	8	8	4	4	5	564	7	3	0	0	1	0	1	12
15:15	0	0	0	0	0	0	0	0	501	49	8	7	3	6	7	581	9	2	0	0	1	0	0	12
15:30	0	0	0	0	0	0	0	0	503	50	6	7	6	7	9	588	11	1	0	0	1	0	0	13
15:45	0	0	0	0	0	0	0	0	537	46	3	3	6	6	10	611	9	0	0	0	0	0	0	9
16:00	0	0	0	0	0	0	0	0	555	38	2	1	7	10	9	622	9	0	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	522	43	2	1	8	9	6	591	9	2	0	0	0	0	0	11
16:30	0	0	0	0	0	0	0	0	511	35	3	1	4	8	3	565	10	2	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	516	37	3	2	4	9	2	573	13	2	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	517	38	2	2	3	6	1	569	13	3	0	0	0	0	0	16
17:15	0	0	0	0	0	0	0	0	545	33	2	2	3	8	1	594	12	1	0	0	0	0	0	13
17:30	0	0	0	0	0	0	0	0	538	30	1	1	3	9	3	585	8	1	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	529	34	1	1	3	8	4	580	5	1	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	538	34	1	1	3	7	9	593	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	556	31	0	1	3	6	11	608	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	553	28	0	1	3	4	10	599	10	0	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0	507	19	0	0	2	3	8	539	10	0	0	0	0	0	0	10
19:00	0	0	0	0	0	0	0	0	480	13	0	0	2	3	4	502	9	0	0	0	0	0	0	9
19:15	0	0	0	0	0	0	0	0	438	13	0	0	1	3	2	457	8	0	0	0	0	0	0	8
19:30	0	0	0	0	0	0	0	0	411	14	1	0	1	4	1	432	4	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	413	15	1	0	2	5	1	437	7	0	0	0	0	0	0	7
20:00	0	0	0	0	0	0	0	0	399	17	1	0	1	6	0	424	8	0	0	0	0	0	0	8
20:15	0	0	0	0	0	0	0	0	365	11	2	0	2	6	2	388	7	0	0	0	0	0	0	7
20:30	0	0	0	0	0	0	0	0	347	8	1	0	2	6	4	368	11	0	0	0	0	0	0	11
20:45	0	0	0	0	0	0	0	0	327	6	2	0	1	6	5	347	8	0	0	0	0	0	0	8
21:00	0	0	0	0	0	0	0	0	300	3	2	0	2	5	5	317	8	0	0	0	0	0	0	8
21:15	0	0	0	0	0	0	0	0	276	4	1	0	1	3	3	288	8	0	0	0	0	0	0	8
21:30	0	0	0	0	0	0	0	0	256	7	1	0	1	2	1	268	8	0	0	0	0	0	0	8

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

	C to C								C to B								C to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00								0	1	0	0	0	0	0	0	1	10	0	0	0	1	0	0	11
06:15								0	1	0	0	0	0	0	0	1	15	3	0	0	0	2	1	21
06:30								0	0	0	0	0	0	0	0	0	20	1	0	0	1	0	3	25
06:45								0	2	0	1	0	0	0	0	3	27	1	0	0	1	1	2	32
07:00								0	2	0	0	0	0	0	0	2	29	2	0	0	1	0	1	33
07:15								0	2	0	0	0	0	0	0	2	34	5	1	0	0	2	4	46
07:30								0	7	2	0	0	0	0	0	9	40	6	0	0	1	4	3	54
07:45								0	6	1	0	0	0	0	0	7	48	2	0	0	0	0	3	53
08:00								0	8	2	0	0	0	0	0	10	56	1	0	0	1	1	0	59
08:15								0	11	3	0	0	0	0	0	14	50	2	0	0	0	0	1	53
08:30								0	17	0	0	0	0	0	0	17	45	5	0	0	0	0	4	54
08:45								0	3	2	0	0	0	0	0	5	36	3	0	0	1	0	3	43
09:00								0	2	0	0	0	0	0	1	3	23	5	0	0	0	2	0	30
09:15								0	6	2	0	0	0	0	0	8	31	2	0	0	1	0	1	35
09:30								0	4	1	0	0	0	0	0	5	20	2	0	0	0	1	1	24
09:45								0	3	0	0	0	0	0	0	3	27	1	0	0	2	1	1	32
15:00								0	4	0	0	0	0	0	0	4	26	3	0	0	1	0	0	30
15:15								0	2	0	0	0	0	1	0	3	22	1	0	0	0	0	0	23
15:30								0	1	3	0	0	0	0	0	4	36	3	0	0	1	0	0	40
15:45								0	3	2	0	0	0	0	0	5	23	0	0	0	2	0	1	26
16:00								0	1	0	0	0	0	0	0	1	41	3	0	0	0	0	0	44
16:15								0	7	1	0	0	0	0	0	8	27	1	0	0	1	0	0	29
16:30								0	5	0	0	0	0	0	0	5	20	5	0	0	0	0	0	25
16:45								0	6	0	0	0	0	0	0	6	29	1	0	0	0	0	0	30
17:00								0	6	2	0	0	0	1	0	9	41	0	0	0	2	0	2	45
17:15								0	6	1	0	0	0	0	0	7	28	2	0	0	0	0	0	30
17:30								0	9	0	0	0	0	0	0	9	37	3	0	0	1	0	0	41
17:45								0	2	0	0	0	0	0	0	2	25	3	0	0	0	0	2	30
18:00								0	3	0	0	0	0	0	0	3	28	1	0	0	0	0	0	29
18:15								0	5	1	0	0	0	0	0	6	22	0	0	0	2	0	0	24
18:30								0	6	0	0	0	0	1	0	7	22	0	0	0	0	0	0	22
18:45								0	8	0	0	0	0	0	0	8	29	1	0	0	0	0	0	30
19:00								0	1	0	0	0	0	0	1	2	29	1	0	0	0	0	0	30
19:15								0	6	0	0	0	0	0	0	6	30	0	0	0	1	1	0	32
19:30								0	3	0	0	0	0	0	0	3	32	1	0	0	0	0	0	33
19:45								0	5	0	0	0	0	1	1	7	18	0	0	0	0	0	0	18
20:00								0	2	0	0	0	0	0	0	2	18	0	0	0	0	0	0	18
20:15								0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
20:30								0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
20:45								0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
21:00								0	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
21:15								0	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
21:30								0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
21:45								0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
22:00								0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
22:15								0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	72	5	0	0	3	3	6	89
06:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	91	7	0	0	3	3	7	111
06:30	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	110	9	1	0	3	3	10	136
06:45	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16	130	14	1	0	3	7	10	165
07:00	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	151	15	1	0	2	6	11	186
07:15	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28	178	14	1	0	2	7	10	212
07:30	0	0	0	0	0	0	0	0	32	8	0	0	0	0	0	40	194	11	0	0	2	5	7	219
07:45	0	0	0	0	0	0	0	0	42	6	0	0	0	0	0	48	199	10	0	0	1	1	8	219
08:00	0	0	0	0	0	0	0	0	39	7	0	0	0	0	0	46	187	11	0	0	2	1	8	209
08:15	0	0	0	0	0	0	0	0	33	5	0	0	0	0	1	39	154	15	0	0	1	2	8	180
08:30	0	0	0	0	0	0	0	0	28	4	0	0	0	0	1	33	135	15	0	0	2	2	8	162
08:45	0	0	0	0	0	0	0	0	15	5	0	0	0	0	1	21	110	12	0	0	2	3	5	132
09:00	0	0	0	0	0	0	0	0	15	3	0	0	0	0	1	19	101	10	0	0	3	4	3	121
15:00	0	0	0	0	0	0	0	0	10	5	0	0	0	1	0	16	107	7	0	0	4	0	1	119
15:15	0	0	0	0	0	0	0	0	7	5	0	0	0	1	0	13	122	7	0	0	3	0	1	133
15:30	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	18	127	7	0	0	4	0	1	139
15:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	111	9	0	0	3	0	1	124
16:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	117	10	0	0	1	0	0	128
16:15	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28	117	7	0	0	3	0	2	129
16:30	0	0	0	0	0	0	0	0	23	3	0	0	0	1	0	27	118	8	0	0	2	0	2	130
16:45	0	0	0	0	0	0	0	0	27	3	0	0	0	1	0	31	135	6	0	0	3	0	2	146
17:00	0	0	0	0	0	0	0	0	23	3	0	0	0	1	0	27	131	8	0	0	3	0	4	146
17:15	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	118	9	0	0	1	0	2	130
17:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	112	7	0	0	3	0	2	124
17:45	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18	97	4	0	0	2	0	2	105
18:00	0	0	0	0	0	0	0	0	22	1	0	0	0	1	0	24	101	2	0	0	2	0	0	105
18:15	0	0	0	0	0	0	0	0	20	1	0	0	0	1	1	23	102	2	0	0	2	0	0	106
18:30	0	0	0	0	0	0	0	0	21	0	0	0	0	1	1	23	110	2	0	0	1	1	0	114
18:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19	120	3	0	0	1	1	0	125
19:00	0	0	0	0	0	0	0	0	15	0	0	0	0	1	2	18	109	2	0	0	1	1	0	113
19:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	1	18	98	1	0	0	1	1	0	101
19:30	0	0	0	0	0	0	0	0	10	0	0	0	0	1	1	12	84	3	0	0	0	0	0	87
19:45	0	0	0	0	0	0	0	0	7	0	0	0	0	1	1	9	71	2	0	0	0	0	0	73
20:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	60	2	0	0	0	0	0	62
20:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	52	2	0	0	0	0	0	54
20:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	47	0	0	0	0	0	0	47
20:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	40	0	0	0	0	0	0	40
21:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	39	0	0	0	0	0	0	39
21:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	38	0	0	0	0	0	0	38
21:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	39	0	0	0	0	0	0	39

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	43	5	0	0	0	0	0	48	76	6	1	0	1	3	1	88
06:15	55	7	1	0	1	0	0	64	73	7	0	1	1	3	2	87
06:30	54	12	3	0	2	0	2	73	134	11	1	0	1	1	5	153
06:45	84	16	1	0	4	1	0	106	163	24	2	1	2	2	6	200
07:00	108	19	2	3	2	1	4	139	183	24	2	1	2	2	5	219
07:15	130	18	2	0	2	3	1	156	228	32	3	0	2	3	9	277
07:30	155	21	3	0	1	2	1	183	204	33	5	2	1	5	4	254
07:45	187	29	6	0	2	0	3	227	193	22	3	3	1	2	6	230
08:00	182	25	2	1	4	2	0	216	209	13	2	1	3	3	4	235
08:15	169	24	1	0	1	1	4	200	170	12	2	0	0	4	4	192
08:30	219	12	3	2	1	0	3	240	202	21	2	2	2	2	8	239
08:45	204	25	3	0	1	1	1	235	187	18	2	2	2	2	6	219
09:00	165	24	4	1	3	1	0	198	161	18	3	2	0	5	3	192
09:15	162	20	2	0	0	0	0	184	177	12	5	3	1	1	4	203
09:30	154	15	4	1	2	0	0	176	173	19	1	3	1	4	2	203
09:45	143	17	2	1	2	2	2	169	147	14	4	0	4	2	3	174
15:00	147	14	2	1	1	4	0	169	158	13	1	1	2	0	1	176
15:15	192	16	2	0	1	2	0	213	169	17	2	1	1	1	1	192
15:30	233	23	2	0	0	1	1	260	139	13	3	4	2	3	1	165
15:45	210	30	1	0	5	2	2	250	126	14	2	2	3	0	3	150
16:00	199	20	0	0	3	0	1	223	189	12	1	0	0	2	3	207
16:15	226	20	0	0	4	3	0	253	176	18	0	1	5	2	3	205
16:30	232	27	1	1	1	1	0	263	157	11	0	0	1	2	2	173
16:45	259	24	3	0	1	4	2	293	150	7	1	0	2	4	1	165
17:00	236	18	1	0	3	3	2	263	156	14	1	0	3	1	2	177
17:15	239	12	0	0	3	2	6	262	166	11	1	1	0	1	0	180
17:30	255	12	1	0	2	2	4	276	179	11	0	1	2	3	1	197
17:45	256	11	0	1	0	4	6	278	147	10	0	0	1	1	2	161
18:00	254	18	1	0	2	4	4	283	171	10	1	0	1	3	0	186
18:15	228	15	1	0	2	2	8	256	153	6	0	0	2	2	2	165
18:30	217	10	0	0	1	2	7	237	155	12	0	1	1	2	2	173
18:45	234	7	1	0	1	2	4	249	160	8	0	0	1	0	5	174
19:00	231	8	0	0	2	5	4	250	190	7	0	0	1	2	2	202
19:15	204	4	0	0	1	1	5	215	158	3	0	0	1	1	1	164
19:30	183	8	1	0	1	2	4	199	119	4	0	0	0	1	0	124
19:45	191	6	0	0	2	5	1	205	122	1	0	0	1	0	1	125
20:00	123	5	1	0	0	4	1	134	137	6	0	0	0	2	0	145
20:15	126	1	0	0	1	7	1	136	117	6	1	0	0	1	0	125
20:30	102	3	1	0	1	2	2	111	108	4	0	0	1	2	0	115
20:45	114	3	0	0	1	1	1	120	97	3	0	0	0	1	0	101
21:00	123	3	0	0	0	2	2	130	95	0	1	0	1	2	2	101
21:15	117	2	1	0	1	2	0	123	94	1	0	0	0	1	2	98
21:30	92	5	0	0	0	1	0	98	81	2	1	0	0	2	1	87
21:45	129	3	0	0	1	0	0	133	69	0	0	0	1	0	0	70
22:00	75	1	1	0	0	1	0	78	70	1	0	0	0	0	0	71
22:15	78	3	0	0	0	0	0	81	75	4	0	0	0	0	0	79
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	236	40	5	0	7	1	2	291	446	48	4	2	5	9	14	528
06:15	301	54	7	3	9	2	6	382	553	66	5	3	6	8	18	659
06:30	376	65	8	3	10	5	7	474	708	91	8	2	7	8	25	849
06:45	477	74	8	3	9	7	6	584	778	113	12	4	7	12	24	950
07:00	580	87	13	3	7	6	9	705	808	111	13	6	6	12	24	980
07:15	654	93	13	1	9	7	5	782	834	100	13	6	7	13	23	996
07:30	693	99	12	1	8	5	8	826	776	80	12	6	5	14	18	911
07:45	757	90	12	3	8	3	10	883	774	68	9	6	6	11	22	896
08:00	774	86	9	3	7	4	8	891	768	64	8	5	7	11	22	885
08:15	757	85	11	3	6	3	8	873	720	69	9	6	4	13	21	842
08:30	750	81	12	3	5	2	4	857	727	69	12	9	5	10	21	853
08:45	685	84	13	2	6	2	1	793	698	67	11	10	4	12	15	817
09:00	624	76	12	3	7	3	2	727	658	63	13	8	6	12	12	772
15:00	782	83	7	1	7	9	3	892	592	57	8	8	8	4	6	683
15:15	834	89	5	0	9	5	4	946	623	56	8	7	6	6	8	714
15:30	868	93	3	0	12	6	4	986	630	57	6	7	10	7	10	727
15:45	867	97	2	1	13	6	3	989	648	55	3	3	9	6	11	735
16:00	916	91	4	1	9	8	3	1032	672	48	2	1	8	10	9	750
16:15	953	89	5	1	9	11	4	1072	639	50	2	1	11	9	8	720
16:30	966	81	5	1	8	10	10	1081	629	43	3	1	6	8	5	695
16:45	989	66	5	0	9	11	14	1094	651	43	3	2	7	9	4	719
17:00	986	53	2	1	8	11	18	1079	648	46	2	2	6	6	5	715
17:15	1004	53	2	1	7	12	20	1099	663	42	2	2	4	8	3	724
17:30	993	56	3	1	6	12	22	1093	650	37	1	1	6	9	5	709
17:45	955	54	2	1	5	12	25	1054	626	38	1	1	5	8	6	685
18:00	933	50	3	0	6	10	23	1025	639	36	1	1	5	7	9	698
18:15	910	40	2	0	6	11	23	992	658	33	0	1	5	6	11	714
18:30	886	29	1	0	5	10	20	951	663	30	0	1	4	5	10	713
18:45	852	27	2	0	5	10	17	913	627	22	0	0	3	4	8	664
19:00	809	26	1	0	6	13	14	869	589	15	0	0	3	4	4	615
19:15	701	23	2	0	4	12	11	753	536	14	0	0	2	4	2	558
19:30	623	20	2	0	4	18	7	674	495	17	1	0	1	4	1	519
19:45	542	15	2	0	4	18	5	586	484	17	1	0	2	5	1	510
20:00	465	12	2	0	3	14	5	501	459	19	1	0	1	6	0	486
20:15	465	10	1	0	3	12	6	497	417	13	2	0	2	6	2	442
20:30	456	11	2	0	3	7	5	484	394	8	1	0	2	6	4	415
20:45	446	13	1	0	2	6	3	471	367	6	2	0	1	6	5	387
21:00	461	13	1	0	2	5	2	484	339	3	2	0	2	5	5	356
21:15	413	11	2	0	2	4	0	432	314	4	1	0	1	3	3	326
21:30	374	12	1	0	1	2	0	390	295	7	1	0	1	2	1	307

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	66	6	1	0	0	3	1	77	41	4	0	0	0	0	0	45
06:15	59	5	0	1	1	1	1	68	54	7	1	0	1	0	0	63
06:30	115	10	1	0	0	1	2	129	49	11	2	0	2	0	1	65
06:45	137	23	2	1	1	1	4	169	77	15	2	0	2	1	0	97
07:00	155	22	2	1	1	2	4	187	91	15	2	3	0	0	3	114
07:15	196	27	2	0	2	1	5	233	121	17	2	0	1	2	1	144
07:30	165	27	5	2	0	1	1	201	150	20	3	0	1	1	0	175
07:45	145	20	3	3	1	2	3	177	177	27	6	0	1	0	2	213
08:00	154	12	2	1	2	2	4	177	165	25	2	1	3	1	0	197
08:15	121	10	2	0	0	4	3	140	158	26	1	0	1	1	3	190
08:30	159	17	2	2	2	3	4	189	188	11	3	2	0	0	3	207
08:45	157	15	2	2	1	2	3	182	167	24	3	0	0	1	0	195
09:00	143	13	3	2	0	4	4	169	137	21	4	1	2	1	1	167
09:15	149	10	5	3	0	1	3	171	147	18	2	0	0	0	0	167
09:30	157	17	1	3	1	3	1	183	135	13	4	1	1	0	0	154
09:45	123	14	4	0	2	1	2	146	127	15	2	1	1	2	1	149
15:00	133	11	1	1	1	0	2	149	135	14	2	1	1	4	0	157
15:15	148	17	2	1	1	1	1	171	165	16	2	0	0	3	0	186
15:30	106	11	3	4	2	3	1	130	212	24	2	0	0	1	1	240
15:45	105	14	2	2	1	0	2	126	186	29	1	0	4	1	1	222
16:00	151	9	1	0	0	2	3	166	172	15	0	0	3	0	0	190
16:15	152	17	0	1	4	2	3	179	208	18	0	0	4	3	0	233
16:30	138	6	0	0	1	2	2	149	210	24	1	1	1	1	0	238
16:45	123	6	1	0	2	4	1	137	231	22	3	0	0	2	1	259
17:00	118	16	1	0	1	1	0	137	225	17	1	0	1	4	2	250
17:15	142	9	1	1	1	1	0	154	213	11	0	0	2	2	6	234
17:30	146	8	0	1	1	3	1	160	238	10	1	0	2	1	4	256
17:45	124	8	0	0	1	1	0	134	235	10	0	1	0	3	5	254
18:00	145	9	1	0	1	3	0	159	231	15	1	0	0	4	3	254
18:15	131	6	0	0	0	2	2	141	199	15	1	0	2	2	4	223
18:30	134	12	0	1	1	2	2	152	199	9	0	0	1	2	4	215
18:45	133	7	0	0	1	0	5	146	208	5	1	0	1	2	0	217
19:00	164	6	0	0	1	2	2	175	202	5	0	0	1	4	4	216
19:15	132	3	0	0	0	0	1	136	182	4	0	0	1	1	4	192
19:30	88	3	0	0	0	1	0	92	161	8	1	0	1	2	1	174
19:45	105	1	0	0	1	0	1	108	173	5	0	0	1	4	2	185
20:00	121	6	0	0	0	2	0	129	108	4	1	0	0	3	1	117
20:15	101	4	1	0	0	1	0	107	105	1	0	0	1	6	1	114
20:30	93	4	0	0	1	2	0	100	91	2	1	0	1	2	2	99
20:45	92	3	0	0	0	1	0	96	104	3	0	0	1	1	1	110
21:00	86	0	1	0	1	2	2	92	110	2	0	0	0	2	1	115
21:15	87	1	0	0	0	1	2	91	99	1	1	0	1	2	0	104
21:30	70	2	1	0	0	2	1	76	83	5	0	0	0	1	0	89
21:45	65	0	0	0	1	0	0	66	114	3	0	0	1	0	0	118
22:00	62	1	0	0	0	0	0	63	69	0	1	0	0	0	0	70
22:15	67	4	0	0	0	0	0	71	66	3	0	0	0	0	0	69
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	377	44	4	2	2	6	8	443	221	37	5	0	5	1	1	270
06:15	466	60	5	3	3	5	11	553	271	48	7	3	5	1	4	339
06:30	603	82	7	2	4	5	15	718	338	58	8	3	5	3	5	420
06:45	653	99	11	4	4	5	14	790	439	67	9	3	4	4	4	530
07:00	661	96	12	6	4	6	13	798	539	79	13	3	3	3	6	646
07:15	660	86	12	6	5	6	13	788	613	89	13	1	6	4	3	729
07:30	585	69	12	6	3	9	11	695	650	98	12	1	6	3	5	775
07:45	579	59	9	6	5	11	14	683	688	89	12	3	5	2	8	807
08:00	591	54	8	5	5	11	14	688	678	86	9	3	4	3	6	789
08:15	580	55	9	6	3	13	14	680	650	82	11	3	3	3	7	759
08:30	608	55	12	9	3	10	14	711	639	74	12	3	2	2	4	736
08:45	606	55	11	10	2	10	11	705	586	76	13	2	3	2	1	683
09:00	572	54	13	8	3	9	10	669	546	67	12	3	4	3	2	637
15:00	492	53	8	8	5	4	6	576	698	83	7	1	5	9	2	805
15:15	510	51	8	7	4	6	7	593	735	84	5	0	7	5	2	838
15:30	514	51	6	7	7	7	9	601	778	86	3	0	11	5	2	885
15:45	546	46	3	3	6	6	10	620	776	86	2	1	12	5	1	883
16:00	564	38	2	1	7	10	9	631	821	79	4	1	8	6	1	920
16:15	531	45	2	1	8	9	6	602	874	81	5	1	6	10	3	980
16:30	521	37	3	1	4	8	3	577	879	74	5	1	4	9	9	981
16:45	529	39	3	2	4	9	2	588	907	60	5	0	5	9	13	999
17:00	530	41	2	2	3	6	1	585	911	48	2	1	5	10	17	994
17:15	557	34	2	2	3	8	1	607	917	46	2	1	4	10	18	998
17:30	546	31	1	1	3	9	3	594	903	50	3	1	4	10	16	987
17:45	534	35	1	1	3	8	4	586	864	49	2	1	3	11	16	946
18:00	543	34	1	1	3	7	9	598	837	44	3	0	4	10	11	909
18:15	562	31	0	1	3	6	11	614	808	34	2	0	5	10	12	871
18:30	563	28	0	1	3	4	10	609	791	23	1	0	4	9	12	840
18:45	517	19	0	0	2	3	8	549	753	22	2	0	4	9	9	799
19:00	489	13	0	0	2	3	4	511	718	22	1	0	4	11	11	767
19:15	446	13	0	0	1	3	2	465	624	21	2	0	3	10	8	668
19:30	415	14	1	0	1	4	1	436	547	18	2	0	3	15	5	590
19:45	420	15	1	0	2	5	1	444	477	12	2	0	3	15	6	515
20:00	407	17	1	0	1	6	0	432	408	10	2	0	3	12	5	440
20:15	372	11	2	0	2	6	2	395	410	8	1	0	3	11	5	438
20:30	358	8	1	0	2	6	4	379	404	8	2	0	3	7	4	428
20:45	335	6	2	0	1	6	5	355	396	11	1	0	2	6	2	418
21:00	308	3	2	0	2	5	5	325	406	11	1	0	2	5	1	426
21:15	284	4	1	0	1	3	3	296	365	9	2	0	2	3	0	381
21:30	264	7	1	0	1	2	1	276	332	11	1	0	1	1	0	346

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	11	0	0	0	1	0	0	12	3	1	0	0	0	0	0	4
06:15	16	3	0	0	0	2	1	22	3	1	0	0	0	0	0	4
06:30	20	1	0	0	1	0	3	25	6	1	1	0	0	0	1	9
06:45	29	1	1	0	1	1	2	35	10	1	0	0	2	0	0	13
07:00	31	2	0	0	1	0	1	35	20	4	0	0	2	1	1	28
07:15	36	5	1	0	0	2	4	48	13	1	0	0	1	1	0	16
07:30	47	8	0	0	1	4	3	63	13	3	0	0	0	1	1	18
07:45	54	3	0	0	0	0	3	60	16	3	0	0	1	0	1	21
08:00	64	3	0	0	1	1	0	69	26	2	0	0	1	1	0	30
08:15	61	5	0	0	0	0	1	67	23	1	0	0	0	0	1	25
08:30	62	5	0	0	0	0	4	71	50	2	0	0	1	1	0	54
08:45	39	5	0	0	1	0	3	48	46	3	0	0	1	0	1	51
09:00	25	5	0	0	0	2	1	33	35	3	0	0	1	1	1	41
09:15	37	4	0	0	1	0	1	43	24	4	0	0	0	0	0	28
09:30	24	3	0	0	0	1	1	29	27	3	0	0	1	0	0	31
09:45	30	1	0	0	2	1	1	35	22	3	0	0	1	0	1	27
15:00	30	3	0	0	1	0	0	34	17	1	0	0	0	0	1	19
15:15	24	1	0	0	0	1	0	26	30	1	0	0	1	0	0	32
15:30	37	6	0	0	1	0	0	44	25	3	0	0	1	0	0	29
15:45	26	2	0	0	2	0	1	31	29	3	0	0	1	1	1	35
16:00	42	3	0	0	0	0	0	45	31	5	0	0	0	0	1	37
16:15	34	2	0	0	1	0	0	37	28	3	0	0	0	0	0	31
16:30	25	5	0	0	0	0	0	30	28	3	0	0	0	0	0	31
16:45	35	1	0	0	0	0	0	36	36	2	0	0	1	2	1	42
17:00	47	2	0	0	2	1	2	54	20	5	0	0	2	0	0	27
17:15	34	3	0	0	0	0	0	37	36	2	0	0	1	0	0	39
17:30	46	3	0	0	1	0	0	50	30	2	0	0	0	1	0	33
17:45	27	3	0	0	0	0	2	32	25	2	0	0	0	1	1	29
18:00	31	1	0	0	0	0	0	32	28	3	0	0	2	0	1	34
18:15	27	1	0	0	2	0	0	30	34	1	0	0	0	0	4	39
18:30	28	0	0	0	0	1	0	29	25	1	0	0	0	1	3	30
18:45	37	1	0	0	0	0	0	38	36	2	0	0	0	0	4	42
19:00	30	1	0	0	0	0	1	32	33	3	0	0	1	1	1	39
19:15	36	0	0	0	1	1	0	38	32	0	0	0	0	0	1	33
19:30	35	1	0	0	0	0	0	36	26	0	0	0	0	0	3	29
19:45	23	0	0	0	0	1	1	25	24	1	0	0	1	2	0	28
20:00	20	0	0	0	0	0	0	20	19	1	0	0	0	1	0	21
20:15	16	2	0	0	0	0	0	18	21	0	0	0	0	1	0	22
20:30	19	0	0	0	0	0	0	19	15	1	0	0	0	0	0	16
20:45	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
21:00	14	0	0	0	0	0	0	14	18	1	0	0	0	0	1	20
21:15	12	0	0	0	0	0	0	12	23	1	0	0	0	0	0	24
21:30	12	0	0	0	0	0	0	12	10	0	0	0	0	0	0	10
21:45	7	0	0	0	0	0	0	7	18	0	0	0	0	0	0	18
22:00	11	0	0	0	0	0	0	11	9	1	0	0	0	1	0	11
22:15	12	0	0	0	0	0	0	12	16	0	0	0	0	0	0	16
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	76	5	1	0	3	3	6	94	22	4	1	0	2	0	1	30
06:15	96	7	1	0	3	3	7	117	39	7	1	0	4	1	2	54
06:30	116	9	2	0	3	3	10	143	49	7	1	0	5	2	2	66
06:45	143	16	2	0	3	7	10	181	56	9	0	0	5	3	2	75
07:00	168	18	1	0	2	6	11	206	62	11	0	0	4	3	3	83
07:15	201	19	1	0	2	7	10	240	68	9	0	0	3	3	2	85
07:30	226	19	0	0	2	5	7	259	78	9	0	0	2	2	3	94
07:45	241	16	0	0	1	1	8	267	115	8	0	0	3	2	2	130
08:00	226	18	0	0	2	1	8	255	145	8	0	0	3	2	2	160
08:15	187	20	0	0	1	2	9	219	154	9	0	0	3	2	3	171
08:30	163	19	0	0	2	2	9	195	155	12	0	0	3	2	2	174
08:45	125	17	0	0	2	3	6	153	132	13	0	0	3	1	2	151
09:00	116	13	0	0	3	4	4	140	108	13	0	0	3	1	2	127
15:00	117	12	0	0	4	1	1	135	101	8	0	0	3	1	2	115
15:15	129	12	0	0	3	1	1	146	115	12	0	0	3	1	2	133
15:30	139	13	0	0	4	0	1	157	113	14	0	0	2	1	2	132
15:45	127	12	0	0	3	0	1	143	116	14	0	0	1	1	2	134
16:00	136	11	0	0	1	0	0	148	123	13	0	0	1	2	2	141
16:15	141	10	0	0	3	1	2	157	112	13	0	0	3	2	1	131
16:30	141	11	0	0	2	1	2	157	120	12	0	0	4	2	1	139
16:45	162	9	0	0	3	1	2	177	122	11	0	0	4	3	1	141
17:00	154	11	0	0	3	1	4	173	111	11	0	0	3	2	1	128
17:15	138	10	0	0	1	0	2	151	119	9	0	0	3	2	2	135
17:30	131	8	0	0	3	0	2	144	117	8	0	0	2	2	6	135
17:45	113	5	0	0	2	1	2	123	112	7	0	0	2	2	9	132
18:00	123	3	0	0	2	1	0	129	123	7	0	0	2	1	12	145
18:15	122	3	0	0	2	1	1	129	128	7	0	0	1	2	12	150
18:30	131	2	0	0	1	2	1	137	126	6	0	0	1	2	9	144
18:45	138	3	0	0	1	1	1	144	127	5	0	0	1	1	9	143
19:00	124	2	0	0	1	2	2	131	115	4	0	0	2	3	5	129
19:15	114	1	0	0	1	2	1	119	101	2	0	0	1	3	4	111
19:30	94	3	0	0	0	1	1	99	90	2	0	0	1	4	3	100
19:45	78	2	0	0	0	1	1	82	79	3	0	0	1	4	0	87
20:00	63	2	0	0	0	0	0	65	68	2	0	0	0	2	0	72
20:15	57	2	0	0	0	0	0	59	67	2	0	0	0	1	1	71
20:30	53	0	0	0	0	0	0	53	69	3	0	0	0	0	1	73
20:45	46	0	0	0	0	0	0	46	64	2	0	0	0	0	1	67
21:00	45	0	0	0	0	0	0	45	69	2	0	0	0	0	1	72
21:15	42	0	0	0	0	0	0	42	60	2	0	0	0	1	0	63
21:30	42	0	0	0	0	0	0	42	53	1	0	0	0	1	0	55

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	120	11	1	0	1	3	1	137
06:15	130	15	1	1	2	3	2	154
06:30	189	23	4	0	3	1	7	227
06:45	250	40	4	1	6	3	6	310
07:00	294	43	4	4	4	3	9	361
07:15	362	50	5	0	4	6	10	437
07:30	367	56	8	2	2	7	5	447
07:45	386	52	9	3	3	2	9	464
08:00	400	40	4	2	7	5	4	462
08:15	351	39	3	0	1	5	8	407
08:30	440	34	5	4	3	3	11	500
08:45	400	45	5	2	3	3	7	465
09:00	333	42	7	3	3	7	5	400
09:15	348	34	7	3	1	1	4	398
09:30	335	35	5	4	3	4	2	388
09:45	296	32	6	1	6	4	5	350
15:00	310	28	3	2	3	4	2	352
15:15	364	34	4	1	2	4	1	410
15:30	376	40	5	4	3	4	2	434
15:45	341	46	3	2	8	2	5	407
16:00	392	32	1	0	3	2	4	434
16:15	412	39	0	1	9	5	3	469
16:30	395	38	1	1	2	3	2	442
16:45	417	31	4	0	3	8	3	466
17:00	401	36	2	0	6	5	4	454
17:15	415	24	1	1	3	3	6	453
17:30	447	23	1	1	4	5	5	486
17:45	407	22	0	1	1	5	8	444
18:00	430	28	2	0	3	7	4	474
18:15	386	22	1	0	4	4	10	427
18:30	379	22	0	1	2	5	9	418
18:45	404	15	1	0	2	2	9	433
19:00	425	15	0	0	3	7	7	457
19:15	372	7	0	0	2	2	6	389
19:30	306	12	1	0	1	3	4	327
19:45	319	7	0	0	3	6	3	338
20:00	264	11	1	0	0	6	1	283
20:15	243	7	1	0	1	8	1	261
20:30	214	7	1	0	2	4	2	230
20:45	214	6	0	0	1	2	1	224
21:00	223	3	1	0	1	4	4	236
21:15	216	3	1	0	1	3	2	226
21:30	174	7	1	0	0	3	1	186
21:45	201	3	0	0	2	0	0	206
22:00	148	2	1	0	0	1	0	152
22:15	157	7	0	0	0	0	0	164
Start Time				**Rolling Hour**				**Total**
06:00	689	89	10	2	12	10	16	828
06:15	863	121	13	6	15	10	24	1052
06:30	1095	156	17	5	17	13	32	1335
06:45	1273	189	21	7	16	19	30	1555
07:00	1409	201	26	9	13	18	33	1709
07:15	1515	198	26	7	16	20	28	1810
07:30	1504	187	24	7	13	19	26	1780
07:45	1577	165	21	9	14	15	32	1833
08:00	1591	158	17	8	14	16	30	1834
08:15	1524	160	20	9	10	18	31	1772
08:30	1521	155	24	12	10	14	27	1763
08:45	1416	156	24	12	10	15	18	1651
09:00	1312	143	25	11	13	16	16	1536
15:00	1391	148	15	9	16	14	10	1603
15:15	1473	152	13	7	16	12	12	1685
15:30	1521	157	9	7	23	13	14	1744
15:45	1540	155	5	4	22	12	14	1752
16:00	1616	140	6	2	17	18	12	1811
16:15	1625	144	7	2	20	21	12	1831
16:30	1628	129	8	2	14	19	15	1815
16:45	1680	114	8	2	16	21	18	1859
17:00	1670	105	4	3	14	18	23	1837
17:15	1699	97	4	3	11	20	23	1857
17:30	1670	95	4	2	12	21	27	1831
17:45	1602	94	3	2	10	21	31	1763
18:00	1599	87	4	1	11	18	32	1752
18:15	1594	74	2	1	11	18	35	1735
18:30	1580	59	1	1	9	16	31	1697
18:45	1507	49	2	0	8	14	26	1606
19:00	1422	41	1	0	9	18	20	1511
19:15	1261	37	2	0	6	17	14	1337
19:30	1132	37	3	0	5	23	9	1209
19:45	1040	32	3	0	6	24	7	1112
20:00	935	31	3	0	4	20	5	998
20:15	894	23	3	0	5	18	8	951
20:30	867	19	3	0	5	13	9	916
20:45	827	19	3	0	3	12	8	872
21:00	814	16	3	0	4	10	7	854
21:15	739	15	3	0	3	7	3	770
21:30	680	19	2	0	2	4	1	708

APPENDIX F

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.30759555	-0.559363705	Click Here

Site Layout

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019 **Input by:** Grant Daniel Breddy
Survey Type: Pedestrian Count **Checked by:** David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
06:00	1	0	1	0	0	0	1	1	0	0	0	0	0	0	1	1	1	1	0	1	1	0
06:15	0	0	1	1	1	0	2	1	1	2	0	0	0	0	2	1	2	1	0	1	1	0
06:30	2	0	2	0	3	0	1	0	0	1	0	0	0	0	1	0	1	0	0	3	3	0
06:45	2	0	3	0	4	2	2	3	0	0	0	0	0	0	0	0	0	0	2	2	2	1
07:00	5	0	4	0	4	0	2	0	0	0	0	0	0	0	0	2	0	1	0	5	4	0
07:15	2	0	5	0	7	1	4	3	1	3	0	0	0	0	2	1	3	1	1	8	3	0
07:30	7	1	5	0	7	1	3	1	1	2	0	1	0	1	2	2	3	2	2	10	9	2
07:45	9	2	10	0	11	3	2	5	2	0	0	0	0	3	0	2	3	2	3	11	11	1
08:00	8	1	12	1	16	1	6	3	3	3	0	0	0	3	3	4	6	4	2	16	15	3
08:15	12	3	16	0	26	6	14	7	15	0	0	3	0	3	0	14	4	10	5	26	20	4
08:30	7	4	9	4	33	5	26	3	15	3	0	2	0	6	3	15	8	15	8	34	11	1
08:45	9	0	7	1	8	1	3	2	1	2	1	1	0	1	2	1	3	1	2	10	9	0
09:00	7	3	12	3	8	4	2	6	2	1	0	0	1	0	1	2	2	3	4	8	6	0
09:15	5	4	7	4	7	4	2	2	0	2	0	0	0	0	2	0	2	0	4	7	3	3
09:30	3	2	5	2	8	7	4	6	1	0	0	0	0	3	0	1	2	1	7	8	5	2
09:45	4	0	4	0	8	1	5	2	3	0	0	1	0	0	0	4	0	4	1	9	5	0
15:00	3	5	2	5	0	6	1	4	1	10	6	0	1	1	10	1	10	1	8	3	2	4
15:15	8	3	6	1	8	1	5	3	1	1	0	0	2	0	1	1	1	4	3	5	4	1
15:30	1	6	1	5	1	10	0	5	1	40	1	0	22	2	18	0	17	0	12	1	2	4
15:45	4	3	5	3	3	4	1	7	6	20	3	5	6	2	13	5	11	6	7	3	2	3
16:00	4	7	11	9	3	9	2	9	6	11	1	6	5	5	9	3	10	7	12	5	3	8
16:15	7	2	10	7	7	5	7	10	1	5	2	0	3	2	4	3	4	5	8	9	7	3
16:30	4	2	5	3	11	2	13	4	4	10	1	0	5	3	6	2	7	4	4	13	11	2
16:45	9	2	10	7	7	3	5	2	4	2	2	0	2	3	1	1	2	3	4	10	5	0
17:00	5	2	5	2	8	2	6	2	3	10	4	3	2	2	7	2	7	2	3	9	3	3
17:15	1	3	4	4	2	3	5	5	7	7	1	2	5	4	4	4	6	5	6	3	1	3
17:30	3	10	6	6	3	6	2	5	1	1	2	1	2	1	1	0	2	3	12	3	3	11
17:45	3	10	4	11	6	9	5	1	0	2	2	0	4	1	2	0	3	4	12	5	4	10
18:00	8	13	7	6	8	2	5	3	0	1	0	0	9	0	1	0	1	9	12	9	2	14
18:15	1	11	1	3	0	4	4	1	2	0	0	1	2	0	0	2	0	4	15	1	1	13
18:30	4	9	5	5	3	4	5	3	2	4	2	3	2	2	0	0	0	1	10	5	6	9
18:45	1	6	16	8	2	7	1	14	0	2	0	2	0	0	2	0	2	0	6	3	2	3
19:00	7	3	6	5	4	1	5	0	2	0	1	1	0	2	0	2	2	2	3	7	7	4
19:15	2	5	4	11	8	3	10	1	1	2	4	0	0	0	1	1	1	1	5	6	2	3
19:30	4	3	1	3	1	4	1	2	0	1	0	0	0	0	1	0	1	0	5	5	3	2
19:45	1	3	3	1	5	1	3	1	3	0	0	1	3	0	0	3	1	7	3	2	2	5
20:00	3	4	1	3	0	2	0	0	1	0	0	0	0	3	0	1	3	1	4	4	5	4
20:15	1	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0
20:30	1	3	1	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	4	1	1	3
20:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
21:00	0	2	0	3	0	2	0	1	0	0	0	0	0	1	1	0	0	0	4	0	1	2
21:15	1	3	3	2	0	2	0	2	2	0	0	1	0	0	0	3	0	0	4	1	1	3
21:30	0	1	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	0	1
21:45	0	1	0	2	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0
22:00	0	1	1	0	1	1	1	0	1	0	0	0	0	0	0	2	0	0	2	2	1	2
22:15	0	1	0	1	0	1	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	1
06:00-10:00 Total	**83**	**20**	**103**	**16**	**151**	**36**	**79**	**45**	**45**	**19**	**1**	**8**	**1**	**20**	**19**	**50**	**40**	**46**	**41**	**159**	**108**	**17**
15:00-22:30 Total	**86**	**125**	**120**	**122**	**91**	**98**	**87**	**85**	**50**	**132**	**32**	**27**	**77**	**34**	**85**	**36**	**94**	**69**	**173**	**117**	**82**	**123**
Total	**169**	**145**	**223**	**138**	**242**	**134**	**166**	**130**	**95**	**151**	**33**	**35**	**78**	**54**	**104**	**86**	**134**	**115**	**214**	**276**	**190**	**140**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
13:00	11	12	1	11	1	2	3	3	8	28	11	0	47	0	6	8	7	45	16	12	12	13
13:15	9	24	1	18	6	3	14	1	5	41	4	5	76	1	15	4	4	66	31	14	8	35
13:30	17	123	13	64	12	49	13	10	9	60	25	2	194	4	5	1	6	197	148	16	7	158
13:45	8	52	7	53	0	10	9	3	0	133	38	0	316	10	4	0	9	144	52	8	3	84
14:00	7	130	4	181	4	9	14	2	6	208	193	0	514	0	3	3	19	239	162	15	12	195
14:15	13	185	0	210	0	9	9	0	6	298	200	0	829	0	9	4	9	386	149	7	8	174
14:30	10	130	3	312	2	65	4	0	6	346	320	2	897	3	14	3	16	239	91	18	12	110
14:45	8	48	4	108	0	11	2	0	0	175	105	0	396	2	3	0	6	167	56	10	8	62
15:00	9	11	0	19	0	2	5	0	3	17	13	0	58	20	1	0	14	18	12	15	15	11
15:15	2	5	0	2	0	0	1	0	1	8	2	0	6	6	5	0	7	3	7	4	2	8
15:30	7	9	2	2	0	0	3	1	1	4	0	4	3	5	2	0	4	1	9	10	9	7
15:45	7	3	4	1	0	1	0	6	4	1	7	1	11	6	0	0	4	6	3	9	9	2
16:00	5	6	1	4	2	0	0	1	6	6	5	2	15	12	0	0	1	5	8	6	5	6
16:15	6	8	0	0	1	1	0	3	4	14	3	1	8	14	0	5	4	7	3	6	8	3
16:30	13	5	8	3	1	0	1	2	11	17	6	9	18	45	0	8	10	3	9	5	3	10
16:45	110	4	63	4	7	0	11	9	98	3	9	26	18	179	0	44	31	49	6	106	143	3
17:00	505	6	355	1	156	0	58	12	552	11	4	389	46	1044	18	215	423	237	19	580	564	1
17:15	42	7	19	3	8	0	10	11	47	4	0	17	12	124	18	63	70	8	13	34	37	8
17:30	70	6	17	2	6	0	2	2	22	1	0	2	12	186	9	23	57	5	5	21	33	3
17:45	30	4	11	1	0	0	2	8	1	1	0	0	9	73	0	13	33	3	4	17	17	5
18:00	4	5	7	0	0	0	0	1	0	0	0	9	0	23	0	7	9	0	4	6	9	5
18:15	6	4	4	0	3	0	0	0	1	0	0	1	0	26	3	5	17	0	3	2	7	3
18:30	10	5	3	0	0	2	0	0	1	3	0	0	0	30	0	0	7	0	7	2	4	4
18:45	0	4	0	1	1	0	1	2	0	0	0	0	0	3	0	0	3	0	6	1	0	1
Total	**909**	**796**	**527**	**1000**	**210**	**164**	**162**	**77**	**792**	**1379**	**945**	**470**	**3485**	**1816**	**115**	**406**	**770**	**1828**	**823**	**924**	**935**	**911**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
13:00	8	2	7	6	5	2	3	2	0	5	0	0	1	1	6	0	5	0	0	2	5	2
13:15	6	5	11	5	7	3	3	5	0	0	0	0	0	0	0	0	0	0	1	1	1	5
13:30	9	10	9	5	6	4	2	3	1	2	1	1	0	0	2	1	2	1	0	0	8	9
13:45	13	2	14	1	13	1	0	1	1	1	0	1	0	0	1	1	1	0	0	0	11	2
14:00	5	1	6	3	5	0	3	1	0	0	0	1	0	0	4	4	3	3	0	0	5	0
14:15	6	6	11	8	5	5	2	6	1	2	2	2	5	0	1	1	1	1	0	0	6	1
14:30	6	4	9	6	10	3	5	1	0	2	4	0	0	0	1	0	1	0	0	4	9	3
14:45	8	9	12	10	9	8	4	3	2	2	1	0	0	0	1	2	0	2	1	1	6	8
15:00	7	9	9	23	7	13	11	2	3	8	0	0	4	0	2	2	2	2	3	0	3	13
15:15	5	5	10	14	5	12	7	7	3	8	4	3	6	2	8	1	4	1	6	1	8	12
15:30	8	8	9	8	10	7	4	3	0	1	2	3	3	2	1	0	1	0	0	3	5	2
15:45	10	4	7	4	12	4	5	1	2	3	0	0	0	0	3	2	3	2	1	4	11	5
16:00	4	4	8	2	4	2	0	0	1	0	0	0	0	0	0	1	0	1	0	0	7	4
16:15	8	4	12	6	11	5	2	1	2	1	0	0	0	0	1	2	1	2	0	3	4	4
16:30	5	16	3	18	7	15	4	0	0	1	0	0	1	2	2	1	2	1	0	2	4	18
16:45	10	8	15	10	10	8	1	5	1	0	1	2	0	0	0	0	0	0	1	2	7	9
17:00	4	4	2	8	2	2	5	1	0	2	4	0	0	0	2	0	2	0	1	0	3	4
17:15	5	8	4	9	5	9	1	2	2	0	0	0	0	0	0	1	0	1	2	0	1	9
17:30	6	5	8	4	6	3	1	1	0	0	0	0	0	0	0	0	0	0	1	1	7	3
17:45	3	7	3	4	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5
18:00	2	10	4	6	2	10	3	2	0	2	0	2	0	2	0	0	0	0	5	1	3	5
18:15	8	2	11	2	9	3	2	4	2	2	2	0	0	2	2	1	2	1	2	0	9	1
18:30	6	3	14	2	7	5	0	3	9	0	0	6	0	12	0	1	0	0	3	0	6	5
18:45	2	1	4	1	3	1	0	0	0	1	0	0	0	0	1	0	1	0	0	1	3	0
Toati	**154**	**137**	**202**	**165**	**164**	**129**	**71**	**54**	**30**	**43**	**21**	**21**	**20**	**23**	**38**	**21**	**31**	**18**	**27**	**27**	**135**	**129**

Woking Football Club

Woking Football Club Transport Modelling Technical Note

13/03/2020

183923B/N01-V1

Introduction

1. This Technical Note (TN) has been prepared by Vectos on behalf of Woking Football Club to respond to the transport modelling audit comments made by Surrey County Council (SCC) regarding the Woking Football Club planning application WO/19/1176.

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.

3. Within the submitted Transport Assessment (TA) that accompanied the planning application a total of 9 junctions (detailed below) were assessed using TRL Junctions 9 software;

    - Stadium Access Junction;
    - Northern Residential Access Junction (Blocks 1+2);
    - Southern Residential Access Junction (Blocks 3,4 and 5);
    - Westfield Avenue / Kingfield Road Junction;
    - Turnoak Roundabout (Wych Hill / Kingfield Road);
    - York Road / Guildford Road Junction;
    - High Street / Kingfield Roundabout;
    - Mayford Green Road / Egley Road Roundabout; and
    - Claremont Avenue / Kingfield Road.

4. Following the submission of the first modelling TN to SCC on 24/02/2020, SCC has made further comments on 4 of the 9 junctions, received on 12/03/2020. The four junctions are the Stadium Access Junction, Westfield Avenue / Kingfield Road Junction, York Road / Guildford Road Junction and Claremont Avenue / Kingfield Road Version B junction.

5. The comments provided by SCC for each of the junctions have been compiled by Vectos and are detailed in **Appendix A**. The information provided within this TN includes justification for

how each of the models have been configured, or where appropriate updated and amended, together with updated model results. Electronic copies of the updated models will be issued with this TN.

Claremont Avenue / Kingfield Road / Wych Hill Lane Version B

6. The SCC comments regarding the Claremont Avenue / Kingfield Road / Wych Hill Lane Version B PICADY Model state:

'Queue surveys were only undertaken on one day per time scenario time period. For a more robust evaluation since queues are variable, multiple days should have been surveyed, especially since the intercept adjustments change the model results.'

and

'The right turn blocking queue has been modelled as 2 PCU, it is thought that 1 PCU would be more appropriate. Justification has been provided showing that 2 PCUs can fit but measurements taken do not support the view that 2 pcus could queue without hindering traffic behind assuming 1 pcu = 5.75m'

and

'The demand from "TP for Stadium and Flats" matches for most AM and PM movements. Nothing has been entered for the Arm A Kingfield Road to Arm B Wych Hill Lane throughout the scenarios. The 2019 Early Evening, 2024 Early Evening, 2019 Late evening, 2024 Late evening flows do not match. A FLAT profile has been used for the Weekday AM and PM peak hours. This is generally not acceptable for assessing the performance of a junction as it assumes even flow of traffic across the peak hour which can mask 'peaks' during the hour where traffic volumes can be higher and hence the junction is placed under more stress. Justification for this has been provided in "183923B-Woking FC Modelling Technical Note-V1" which is accepted since the flow is close to being flat. However, since the data exists, it would be preferred to input it as ODTAB (ONE HOUR) asks in future revisions of the model. The time periods of the FLAT profile have been changed to 60 minute lengths which is accepted.

and

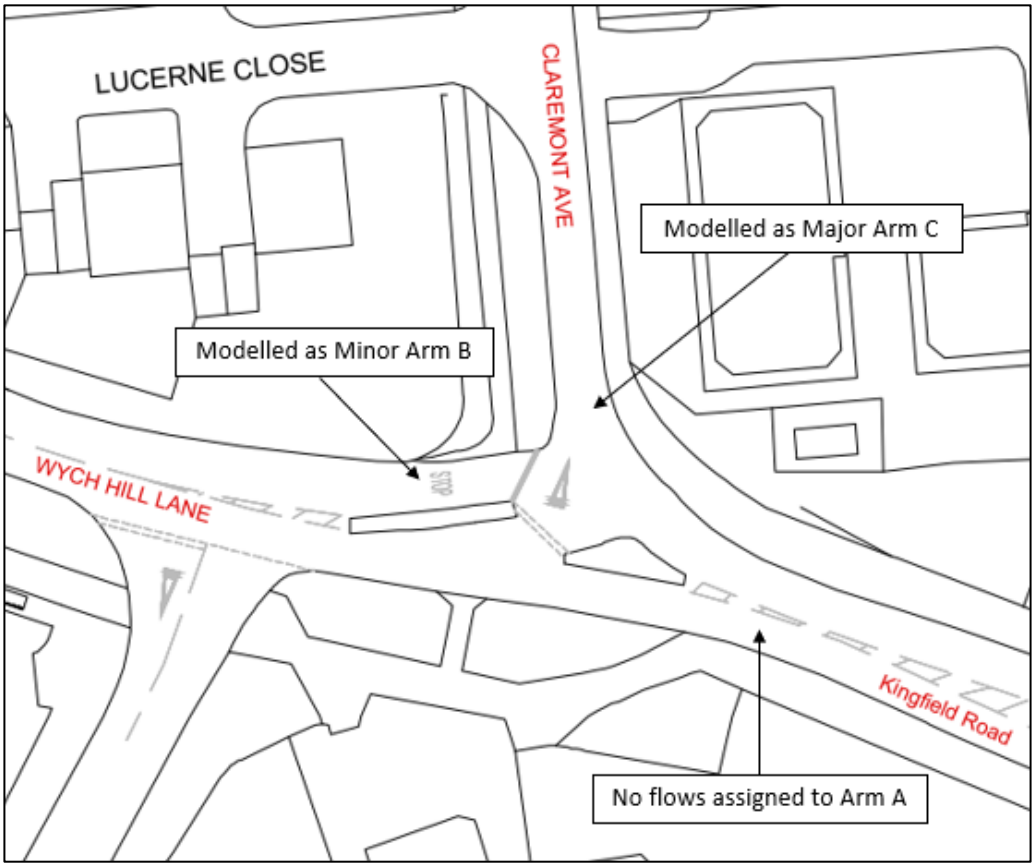
'The HV proportions matches those provided on 13/01/20 for most movements, but nothing has been entered for the AM Arm A Kingfield Road to Arm B Wych Hill Lane. It has been noted that the proportions are minor though so would make little difference to the results.'

7. The queue length surveys were undertaken over three dates 04/04/2019, 06/04/2019 and 18/05/2019. The 04/04/2019 surveys were recorded between 06:00-23:30, the 04/04/2019 surveys were recorded between 13:00-19:00 and the 18/05/2019 surveys were recorded between 13:00-19:00. These surveys will be issued with this TN.

8. The right turn blocking queue for the major arm C has been altered to 1 PCU upon SCC's request and the junction remodelled.

9. As detailed within the TA and previously submitted modelling note on the 24/02/2020 in the Version B model, Wych Hill Lane was modelled as the minor arm and Claremont Avenue as the right major turn arm. Flows for Kingfield Avenue (E) (Arm A) were not included within this model. This explains why there are no Arm A to B movements inserted within the model. For clarification details of the location of each arm is provided in **Figure 1**. The Arm A to B movement is modelling in the Version A model.

Figure 1 - Claremont Avenue / Kingfield Road / Wych Hill Lane Version B Lane Allocation



10. The justification for the use of a FLAT profile was presented within the previously submitted modelling note on the 24/02/2020. For future versions of the model, Vectos is happy to undertake a sensitivity test using an ODTAB profile.

11. The updated model, with the right turn blocking value adjusted to 1 PCU, is presented in **Appendix B** and updated results are presented in **Table 1**.

Table 1 – Summary of Junctions 9 Results – Claremont Avenue / Kingfield Road / Wych Hill Lane Version B

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	4.6	33.57	0.83	4.6	34.14	0.83
2024 Base	7.2	50.16	0.89	7.3	51.47	0.89
2024 + Residential	4.9	35.49	0.84	6.0	42.65	0.87
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	34.2	249.23	1.04	0.2	8.31	0.19
2024 Base	60.8	422.97	1.11	0.2	8.47	0.20
2024 + Resi + 4,000 Capacity	49.6	347.79	1.08	0.3	8.86	0.24
2024 + Resi + 5,500 Capacity	78.1	542.93	1.15	0.3	9.07	0.24
2024 + Resi + 9,500 Capacity	161.1	1168.48	1.36	0.3	9.71	0.26
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	5.3	47.98	0.85	3.2	39.39	0.77
2024 Base	8.7	75.86	0.92	4.4	52.30	0.83
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	5.4	42.59	0.85	5.2	65.42	0.85
2024 Base	9.4	70.58	0.92	9.0	106.19	0.93
2024 + Resi + 4,000 Capacity	4.8	38.14	0.84	9.4	110.80	0.93
2024 + Resi + 5,500 Capacity	7.2	55.49	0.89	12.2	141.97	0.96
2024 + Resi + 9,500 Capacity	38.3	253.80	1.05	24.9	279.09	1.04

12. The results in **Table 1** indicate that in all scenarios the junction operates within capacity apart from the Weekday Pre-Game scenarios and the Weekend Pre and Post-Game 2024 + Resi + 9,500 Capacity scenario. In the Weekday Pre-Game scenarios the impact of the development is minimal, with the junction operating at capacity in the 2019 Base scenario

and 2024 Base scenario, with little fluctuation as a result of the addition of the development, except in the maximum capacity scenario. The adjustment to the right turn blocking value does not change the maximum RFC values from what was previously reported.

13. This conclusions made within the submitted TA are unchanged and the results demonstrate that in most instances the development has no material change on the operation of the junction.

14. The only material change in junction performance is in the maximum capacity scenario pre-game. The demand generated in this scenario will be controlled and managed by the Event Management Plan, and any delay will be short-lived and infrequent, and only occur when a maximum attendance coincides with a weekday fixture, which is infrequent – Woking FC only have 5 home fixtures on a typical weekday in the 2019/20 season.

Guildford Road / York Road

15. The SCC comments regarding the Guildford Road / York Road PICADY Model state:

'Measurements for the junction are shown on Drawing Number 183923-PIC-01 (page 380). Having looked at this, the mastermap lines do not align properly with the kerb lines which may explain why the following discrepancies still persist:

The lane width at 5m has been measured as 6.60m. This is considered generous and a measurement of 5.60m is deemed more accurate.

The lane width at 10m has been measured as 6.00m. This is considered generous and a measurement of 5.00m is deemed more accurate.

The lane width at 15m has been measured as 5.60m. This is considered generous and a measurement of 4.75m is deemed more accurate.

The lane width at 20m has been measured as 5.20m. This is considered generous and a measurement of 4.50m is deemed more accurate.

The flare length has been estimated as 3.00 PCU. A flare length of 1.00 PCU would be considered more accurate.'

16. The minor arm geometries have been updated to match the above requirements along with the flare length being altered to 1 pcu.

17. The updated model is presented in **Appendix C** and updated results are presented in **Table 2**.

Table 2 – Summary of Junctions 9 Results – Guildford Road / York Road

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	1.3	53.25	0.57	0.5	36.92	0.33
2024 Base	2.1	88.63	0.69	0.6	47.88	0.37
2024 + Residential	2.5	106.79	0.73	0.6	44.30	0.36
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.3	22.18	0.25	0.3	19.28	0.23
2024 Base	0.4	24.92	0.27	0.3	21.05	0.25
2024 + Resi + 4,000 Capacity	0.4	38.52	0.31	0.1	13.59	0.11
2024 + Resi + 5,500 Capacity	0.5	43.51	0.31	0.1	14.12	0.12
2024 + Resi + 9,500 Capacity	0.6	68.58	0.36	0.2	15.69	0.15
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.3	22.18	0.25	0.3	19.28	0.23
2024 Base	0.4	24.92	0.27	0.3	21.05	0.25
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.4	27.51	0.27	0.3	21.51	0.21
2024 Base	0.4	32.39	0.30	0.3	24.48	0.23
2024 + Resi + 4,000 Capacity	0.4	30.06	0.29	0.4	24.51	0.26
2024 + Resi + 5,500 Capacity	0.4	33.12	0.30	0.4	26.32	0.27
2024 + Resi + 9,500 Capacity	0.5	45.10	0.33	0.4	32.31	0.29

18. The results in **Table 2** indicate that in all scenarios the junction will operate within capacity, even allowing for the modifications to the minor arm geometry.

Kingfield Road / Westfield Avenue

19. The SCC comments regarding the Kingfield Road / Westfield Avenue PICADY Model state:

'The width of the carriageway remains at 7.15m which the previous audit flagged as incorrect. Drawing number 183923-PIC-03 (page 477) has been provided showing where measurements have been taken. Having examined this, the measurements have been taken in locations around 20-25m away from the junction. The choice of locations seem arbitrary and should be located closer to the junction.'

20. The major arm geometry has been remeasured in locating closer to the junction, the junction measurement drawing is presented in **Appendix D**. The new measurements indicate measurements of 6.35m (3.2m + 3.1m + 3.1m + 3.3m / 2) The major arm has been measured with OS data and following TRL Junctions 9 Appendix B Section 21.4.1 Guidance. As per the guidance the major arm has been measured so '*that the width of any central reserve or turning bay is NOT included*.'

21. The updated model is presented in **Appendix E** and updated results are presented in **Table 3**.

Table 3 – Summary of Junctions 9 Results – Kingfield Road / Westfield Avenue

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	1.2	32.42	0.55	0.7	27.03	0.42
2024 Base	1.6	40.94	0.61	0.9	32.01	0.46
2024 + Residential	19.4	270.05	1.02	1.0	31.70	0.50
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.7	22.61	0.42	0.2	10.49	0.14
2024 Base	0.8	25.65	0.46	0.2	10.70	0.15
2024 + Resi + 4,000 Capacity	2.0	44.97	0.65	0.3	13.02	0.23
2024 + Resi + 5,500 Capacity	2.7	56.31	0.71	0.4	13.95	0.27
2024 + Resi + 9,500 Capacity	8.4	173.47	0.87	0.7	17.25	0.41
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.4	19.39	0.29	0.4	16.96	0.27
2024 Base	0.5	21.51	0.31	0.4	18.37	0.29
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.8	26.39	0.45	0.8	22.83	0.45
2024 Base	1.0	31.30	0.49	1.0	26.32	0.49
2024 + Resi + 4,000 Capacity	0.8	26.89	0.45	0.7	26.11	0.41
2024 + Resi + 5,500 Capacity	1.0	30.67	0.51	0.9	30.29	0.48
2024 + Resi + 9,500 Capacity	2.1	47.45	0.66	2.4	59.74	0.72

22. The results in **Table 3** now indicate that in all scenarios the junction operates within capacity for all scenarios apart from the 2024 + Residential scenario in the AM Peak, which reports an RFC of 1.02. This is an increase from the previous model, which reported an RFC of 0.97. This does not alter the conclusions made within the submitted TA.

Kingfield Road / Woking FC Stadium Access / Woking Park Access

23. The SCC comments regarding the Kingfield Road / Woking FC Stadium Access / Woking Park Access PICADY Model state:

'Vectos have elected to use the estimated flare length functionality. This calculates the flare length to be 3pcu using the current minor arm geometries. A flare length of 3 PCUs is not considered appropriate. Consider manually altering minor arm flare length of Arm B to 1pcu. The current flare length is not considered acceptable.'

24. The Westfield Avenue flare length has now been altered to 1pcu.The updated model is presented in **Appendix F** and updated results are presented in **Table 4**.

Table 4 – Summary of Junctions 9 Results – Kingfield Road / Woking FC Stadium Access / Woking Park Access

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.1	17.51	0.12	0.3	19.60	0.25
2024 Base	0.2	19.36	0.13	0.4	22.31	0.29
2024 + Residential	0.2	20.84	0.14	0.8	25.65	0.45
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.5	14.47	0.33	0.2	8.83	0.15
2024 Base	0.6	15.74	0.36	0.2	8.94	0.16
2024 + Resi + 4,000 Capacity	2.0	39.28	0.69	0.6	12.31	0.36
2024 + Resi + 5,500 Capacity	2.4	46.33	0.73	0.7	14.02	0.42
2024 + Resi + 9,500 Capacity	4.4	83.13	0.85	1.7	25.43	0.64
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.2	14.09	0.15	0.3	11.99	0.22
2024 Base	0.2	15.11	0.17	0.3	12.70	0.24
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.3	16.39	0.20	0.9	21.21	0.49
2024 Base	0.3	18.27	0.23	1.2	25.99	0.56
2024 + Resi + 4,000 Capacity	0.5	18.62	0.33	1.4	26.61	0.59
2024 + Resi + 5,500 Capacity	0.5	20.04	0.36	2.2	38.02	0.70
2024 + Resi + 9,500 Capacity	0.7	22.95	0.41	18.9	237.56	1.10

25. The results in **Table 4** indicate that in all scenarios the junction operates within capacity apart from the Weekend Post-Game 2024 + Resi + 9,500 Capacity scenario.

26. This does not alter the conclusions made within the submitted TA that the results demonstrate that the Football Club Access junction operates satisfactorily in the majority of scenarios, with the junction only operating over capacity post-match when there is a 9,500 crowd at the stadium. This will be a very irregular occurrence and for a maximum capacity event something which is reasonable to expect and can be managed through the Event Management Plan.

Summary

27. This Technical Note (TN) has been prepared by Vectos on behalf of Woking Football Club to respond to the transport modelling audit comments made by Surrey County Council (SCC) regarding the Woking Football Club planning application WO/19/1176.

28. In summary:

- All 4 of the updated junctions report similar results, if not better results in some instances, than the results presented within the originally submitted TA, indicating greater capacity at the junctions than originally assessed;
- Claremont Avenue / Kingfield Road Version B operates over capacity in all of the Weekday Pre-Game scenarios and the Weekend Post-Game 9,500 capacity scenario. The results demonstrate that the development has no material change on the operation of the junction when compared to the Base 2024 scenario in nearly all scenarios. The demand generated in Weekday Pre-Game scenarios will be controlled and managed by the Event Management Plan, and any delay will be short-lived and infrequent, and only occur when a maximum attendance coincides with a weekday fixture which is infrequent – Woking FC only have 5 home fixtures on a typical weekday in the 2019/20 season;
- Guildford Road / York Road Junctions operates within capacity for all scenarios;
- Kingfield Road / Westfield Avenue Access operates marginally over capacity (RFC of 1.02) in the Weekday 2024 AM Peak scenario only.
- Kingfield Road / Stadium Access operates over capacity in the Weekend Post-Game 9,500 scenario only.

29. In summary NPPF Policy 109 states '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*' The updated models presented within this TN display that there will be no severe traffic impact in terms of junction capacity on the local road network as a result of the development.

30. Paired with this any traffic impact as a result of the development will be mitigated with the following sustainability measures which will be included as part of the scheme:

- Active travel corridors internally within the site, providing safe and convenient movement for pedestrians and cyclists;
- Potential participation in a bike sharing scheme, and the provision of a fold up bike to each new household upon first occupation;

- Provision of car club membership to each resident and car club priority parking spaces provided within the development;
- The development of a Faxi car-pooling platform to promote car sharing;
- Improvements to matchday public transport to deliver a higher capacity bus service which will operate pre and post-match, and the potential to contribute to the on-going provision on existing bus services serving the site;
- The provision of electric vehicle charging points, with the intention that the development is electric vehicle only in the future; and
- A Transport Information Centre and Micro Consolidation Centre (as part of the Community Hub).

31. Therefore, the scheme is acceptable in transport terms.

APPENDIX A

Stadium Access Junction (Kingfield Road)

PICADY_Network_Coding	Minor arm geometry	**Arm B Woking FC Access** The width at the giveway has been measured as 10.0m. This is considered appropriate. The width at 5m has been measured as 5.7m. This is considered appropriate. The width at 10m has been measured as 4.7m. This is considered appropriate. The width at 15m has been measured as 4.7m. This is considered appropriate.. The width at 20m has been measured as 4.7m. This is considered appropriate. Visibilities to the left and right are satisfactory. Vectos have elected to use the estimated flare length functionality. This calculates the flare length to be 3pcu using the current minor arm geometries. A flare length of 3 PCUs is not considered appropriate. **Arm D Woking Park** The width at the giveway has been measured as 10.0m. This is considered appropriate. The width at 5m has been measured as 5.9m. This is considered appropriate. The width at 10m has been measured as 3.6m. This is considered appropriate. The width at 15m has been measured as 3.30m. This is considered appropriate. The width at 20m has been measured as 3.20m. This is considered appropriate. Visibilities to the left and right are satisfactory.	Consider manually altering minor arm flare length of Arm B to 1pcu. The current flare length is not considered acceptable.	3

Westfield Avenue/Kingfield Road

PICADY_Network_Coding	Major arm geometry	The width of the carriageway remains at 7.15m which the previous audit flagged as incorrect. Drawing number 183923-PIC-03 (page 477) has been provided showing where measurements have been taken. Having examined this, the measurements have been taken in locations around 20-25m away from the junction. The choice of locations seem arbitrary and should be located closer to the junction. The right turn bay has been appropriately measured, this blocks after 6 PCUs. Visibility for right turn is 80.8m which is accepted.	Please re-measure the major arm width in appropriate locations close to the junction.	4

York Road/Guildford Road

PICADY_Network_Coding	Minor arm geometry	Measurements for the junction are shown on Drawing Number 183923-PIC-01 (page 380). Having looked at this, the mastermap lines do not align properly with the kerb lines which may explain why the following discrepancies still persist: The lane width at 5m has been measured as 6.60m. This is considered generous and a measurement of 5.60m is deemed more accurate. The lane width at 10m has been measured as 6.00m. This is considered generous and a measurement of 5.00m is deemed more accurate. The lane width at 15m has been measured as 5.60m. This is considered generous and a measurement of 4.75m is deemed more accurate. The lane width at 20m has been measured as 5.20m. This is considered generous and a measurement of 4.50m is deemed more accurate. The flare length has been estimated as 3.00 PCU. A flare length of 1.00 PCU would be considered more accurate. The width at the giveway has been measured as 10.00m. This is accepted. Visibilities to the left and right are satisfactory.	Please ensure minor arm geometries are corrected or provide justification for the current modelled geometries.	3

Claremont Avenue/Kingfield Road

PICADY_Network_Coding	Arms	Arms have been correctly identified. A stream intercept adjustment has been applied to many scenarios with a different value per scenario. This has been justified in the modelling technical note supplied on 25/02/20: "The PICADY model was calibrated according to the observed queue lengths of the queue length surveys due to the initially modelled base results not matching the observed queues. The capacity was then adjusted using through an iterative process using intercept values until the model queue was representative of the observed queue." This is considered appropriate, however queue surveys were only undertaken on one day per time scenario time period. For a more robust evaluation since queues are variable, multiple days should have been surveyed, especially since the intercept adjustments change the model results.	For more robust modelling please complete queue surveys on multiple days. This should be done for future revisions of the model.	2
PICADY_Network_Coding	Major arm geometry	The following justification has been given for the major arm width: "Claremont Avenue is modelled as the major right turn arm in this Version B model. A judgment has been made that the width is 6m due to Claremont Avenue only being one way and 4m in width. Normally a major arm width is for two-way movement with each of the four carriageway half widths being totalled and then dived by 2 (based on TRL Junctions 9 Appendix B Section 21.4.1 Guidance). Therefore, if a measurement of 4m was input into the model it would calculate the results based on 2m carriageway half widths which is not an accurate representation. Because of this it is required to insert a measurement of 6m to ensure the model assess a lane width of 3m. This is considered a robust approach as 6m can be seen as standard measurement for a major arm carriageway width." The visibility for the right turn is suitable. The right turn blocking queue has been modelled as 2 PCU, it is thought that 1 PCU would be more appropriate. Justification has been provided showing that 2 PCUs can fit but measurements taken do not support the view that 2 pcus could queue without hindering traffic behind assuming 1 pcu = 5.75m.	Please review the right turn blocking queue for Claremont Avenue.	3

PICADY_Network_Coding	Demand	The demand from "TP for Stadium and Flats" matches for most AM and PM movements. Nothing has been entered for the Arm A Kingfield Road to Arm B Wych Hill Lane throughout the scenarios. The 2019 Early Evening, 2024 Early Evening, 2019 Late evening, 2024 Late evening flows do not match. A FLAT profile has been used for the Weekday AM and PM peak hours. This is generally not acceptable for assessing the performance of a junction as it assumes even flow of traffic across the peak hour which can mask 'peaks' during the hour where traffic volumes can be higher and hence the junction is placed under more stress. Justification for this has been provided in "183923B-Woking FC Modelling Technical Note-V1" which is accepted since the flow is close to being flat. However, since the data exists, it would be preferred to input it as ODTAB (ONE HOUR) asks in future revisions of the model. The time periods of the FLAT profile have been changed to 60 minute lengths which is accepted.	Please review the demand which does not match. Please enter a value for the Arm A to B movement. In future revisions of the model please use ODTAB (ONE HOUR).	3
PICADY_Network_Coding	Vehicle mix	The HV proportions matches those provided on 13/01/20 for most movements, but nothing has been entered for the AM Arm A Kingfield Road to Arm B Wych Hill Lane. It has been noted that the proportions are minor though so would make little difference to the results.		1

APPENDIX B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: CA_KR_J Version B 200210 (AM Peak).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:24:50

»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	4.6	33.57	0.83
Stream C-AB		0.1	6.17	0.12
	2024			
Stream B-AC	D9	7.2	50.16	0.89
Stream C-AB		0.2	6.16	0.12
	2024 + Dev			
Stream B-AC	D17	4.9	35.49	0.84
Stream C-AB		0.2	6.17	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	07:45	08:45	60	15	✓
D9	2024	Weekday AM	FLAT	07:45	08:45	60	15	✓
D17	2024 + Dev	Weekday AM	FLAT	07:45	08:45	60	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		17.24	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	✓	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 - 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	07:45	08:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	514	0	0
	C - Claremont Avenue	444	71	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	0.83	33.57	4.6	D	514	514
C-AB	0.12	6.17	0.1	A	77	77
C-A					438	438
A-B					0	0
A-C					0	0

Main Results for each time segment

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	620	0.829	498	0.0	4.1	26.762	D
C-AB	77	19	660	0.117	76	0.0	0.1	6.160	A
C-A	438	109			438				
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	514	129	619	0.830	513	4.1	4.4	32.753	D
C-AB	77	19	660	0.117	77	0.1	0.1	6.173	A
C-A	438	109			438				
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	514	129	619	0.830	513	4.4	4.6	33.331	D
C-AB	77	19	660	0.117	77	0.1	0.1	6.173	A
C-A	438	109			438				
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	514	129	619	0.830	514	4.6	4.6	33.568	D
C-AB	77	19	660	0.117	77	0.1	0.1	6.173	A
C-A	438	109			438				
A-B	0	0			0				
A-C	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		25.57	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	07:45	08:45	60	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	50.16	7.2	F	546	546
C-AB	0.12	6.16	0.2	A	82	82
C-A					464	464
A-B					0	0
A-C					0	0

Main Results for each time segment

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	614	0.890	523	0.0	5.8	33.986	D
C-AB	82	21	667	0.123	82	0.0	0.2	6.148	A
C-A	464	116			464				
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	546	137	613	0.890	543	5.8	6.6	46.772	E
C-AB	82	21	667	0.123	82	0.2	0.2	6.159	A
C-A	464	116			464				
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	546	137	613	0.890	544	6.6	7.0	49.062	E
C-AB	82	21	667	0.123	82	0.2	0.2	6.159	A
C-A	464	116			464				
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	546	137	613	0.890	545	7.0	7.2	50.161	F
C-AB	82	21	667	0.123	82	0.2	0.2	6.162	A
C-A	464	116			464				
A-B	0	0			0				
A-C	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		17.94	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	07:45	08:45	60	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	35.49	4.9	E	516	516
C-AB	0.12	6.17	0.2	A	82	82
C-A					452	452
A-B					0	0
A-C					0	0

Main Results for each time segment

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	616	0.838	499	0.0	4.3	27.775	D
C-AB	82	20	665	0.123	81	0.0	0.2	6.162	A
C-A	452	113			452				
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	514	4.3	4.7	34.506	D
C-AB	82	20	665	0.123	82	0.2	0.2	6.173	A
C-A	452	113			452				
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	515	4.7	4.8	35.201	E
C-AB	82	20	665	0.123	82	0.2	0.2	6.173	A
C-A	452	113			452				
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	4.8	4.9	35.494	E
C-AB	82	20	665	0.123	82	0.2	0.2	6.173	A
C-A	452	113			452				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: CA_KR_J Version B 200210 (PM Peak).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:29:18

»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	4.6	34.14	0.83
Stream C-AB		0.1	6.32	0.10
	2024			
Stream B-AC	D10	7.3	51.47	0.89
Stream C-AB		0.1	6.31	0.10
	2024 + Dev			
Stream B-AC	D18	6.0	42.65	0.87
Stream C-AB		0.1	6.12	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	16:45	17:45	60	15	✓
D10	2024	Weekday PM	FLAT	16:45	17:45	60	15	✓
D18	2024 + Dev	Weekday PM	FLAT	16:45	17:45	60	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		17.80	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	✓	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 - 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	16:45	17:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	508	0	0
	C - Claremont Avenue	426	56	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	0.83	34.14	4.6	D	508	508
C-AB	0.10	6.32	0.1	A	60	60
C-A					422	422
A-B					0	0
A-C					0	0

Main Results for each time segment

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	0.830	492	0.0	4.1	27.130	D
C-AB	60	15	630	0.096	60	0.0	0.1	6.312	A
C-A	422	105			422				
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	508	127	612	0.831	507	4.1	4.4	33.287	D
C-AB	60	15	630	0.096	60	0.1	0.1	6.320	A
C-A	422	105			422				
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	508	127	612	0.831	507	4.4	4.6	33.893	D
C-AB	60	15	630	0.096	60	0.1	0.1	6.323	A
C-A	422	105			422				
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	508	127	612	0.831	508	4.6	4.6	34.141	D
C-AB	60	15	630	0.096	60	0.1	0.1	6.323	A
C-A	422	105			422				
A-B	0	0			0				
A-C	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		26.62	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	16:45	17:45	60	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	51.47	7.3	F	540	540
C-AB	0.10	6.31	0.1	A	65	65
C-A					448	448
A-B					0	0
A-C					0	0

Main Results for each time segment

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	606	0.892	517	0.0	5.8	34.577	D
C-AB	65	16	636	0.103	65	0.0	0.1	6.293	A
C-A	448	112			448				
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	537	5.8	6.7	47.847	E
C-AB	65	16	636	0.103	65	0.1	0.1	6.308	A
C-A	448	112			448				
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	538	6.7	7.1	50.286	F
C-AB	65	16	636	0.103	65	0.1	0.1	6.310	A
C-A	448	112			448				
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	7.1	7.3	51.469	F
C-AB	65	16	636	0.103	65	0.1	0.1	6.310	A
C-A	448	112			448				
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		22.00	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	16:45	17:45	60	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	42.65	6.0	E	526	526
C-AB	0.10	6.12	0.1	A	64	64
C-A					443	443
A-B					0	0
A-C					0	0

Main Results for each time segment

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	608	0.866	506	0.0	5.0	31.146	D
C-AB	64	16	653	0.099	64	0.0	0.1	6.111	A
C-A	443	111			443				
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	526	132	607	0.866	524	5.0	5.6	40.716	E
C-AB	64	16	653	0.099	64	0.1	0.1	6.119	A
C-A	443	111			443				
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	526	132	607	0.866	525	5.6	5.8	42.054	E
C-AB	64	16	653	0.099	64	0.1	0.1	6.121	A
C-A	443	111			443				
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	526	132	607	0.866	525	5.8	6.0	42.650	E
C-AB	64	16	653	0.099	64	0.1	0.1	6.119	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: CA_KR_J Version B 200210 (Early Evening).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:25:54

»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	34.2	249.23	1.04				
Stream C-AB		0.1	6.14	0.11				
	2024							
Stream B-AC	D11	60.8	422.97	1.11				
Stream C-AB		0.1	6.12	0.11				
	2024 + Dev (4,000)							
Stream B-AC					D19	49.6	347.79	1.08
Stream C-AB						0.1	6.11	0.11
	2024 + Dev (5,500)							
Stream B-AC					D23	78.1	542.93	1.15
Stream C-AB						0.2	6.13	0.13
	2024 + Dev (9,500)							
Stream B-AC					D27	161.1	1168.48	1.36
Stream C-AB						0.3	6.14	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	18:45	19:45	60	15	✓
D11	2024	Weekday Early Evening	FLAT	18:45	19:45	60	15	✓
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:45	19:45	60	15	✓
D23	2024 + Dev (5,500)	Weekday Pre Game	FLAT	18:45	19:45	60	15	✓
D27	2024 + Dev (9,500)	Weekday Pre Game	FLAT	18:45	19:45	60	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		121.35	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	✓	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 - 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	18:45	19:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	501	0	0
	C - Claremont Avenue	460	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	1.04	249.23	34.2	F	501	501
C-AB	0.11	6.14	0.1	A	73	73
C-A					454	454
A-B					0	0
A-C					0	0

Main Results for each time segment

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	481	1.042	447	0.0	13.4	72.850	F
C-AB	73	18	659	0.110	72	0.0	0.1	6.126	A
C-A	454	114			454				
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	501	125	480	1.043	470	13.4	21.1	149.876	F
C-AB	73	18	659	0.110	73	0.1	0.1	6.138	A
C-A	454	114			454				
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	501	125	480	1.043	474	21.1	27.9	201.723	F
C-AB	73	18	659	0.110	73	0.1	0.1	6.138	A
C-A	454	114			454				
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	501	125	480	1.043	476	27.9	34.2	249.227	F
C-AB	73	18	659	0.110	73	0.1	0.1	6.138	A
C-A	454	114			454				
A-B	0	0			0				
A-C	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		206.68	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	18:45	19:45	60	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	422.97	60.8	F	529	529
C-AB	0.11	6.12	0.1	A	75	75
C-A					476	476
A-B					0	0
A-C					0	0

Main Results for each time segment

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	1.111	452	0.0	19.1	93.850	F
C-AB	75	19	663	0.113	75	0.0	0.1	6.111	A
C-A	476	119			476				
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	529	132	476	1.112	472	19.1	33.4	218.196	F
C-AB	75	19	663	0.113	75	0.1	0.1	6.124	A
C-A	476	119			476				
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	529	132	476	1.112	474	33.4	47.2	321.299	F
C-AB	75	19	663	0.113	75	0.1	0.1	6.124	A
C-A	476	119			476				
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	529	132	476	1.112	475	47.2	60.8	422.973	F
C-AB	75	19	663	0.113	75	0.1	0.1	6.124	A
C-A	476	119			476				
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		171.22	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
D19	2024 + Dev (4,000)	Weekday Pre Game	FLAT	18:45	19:45	60	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	347.79	49.6	F	520	520
C-AB	0.11	6.11	0.1	A	69	69
C-A					465	465
A-B					0	0
A-C					0	0

Main Results for each time segment

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	1.083	453	0.0	16.7	84.759	F
C-AB	69	17	658	0.105	69	0.0	0.1	6.100	A
C-A	465	116			465				
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	474	16.7	28.2	188.670	F
C-AB	69	17	658	0.105	69	0.1	0.1	6.113	A
C-A	465	116			465				
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	477	28.2	39.0	269.478	F
C-AB	69	17	658	0.105	69	0.1	0.1	6.113	A
C-A	465	116			465				
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	39.0	49.6	347.789	F
C-AB	69	17	658	0.105	69	0.1	0.1	6.113	A
C-A	465	116			465				
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		260.84	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	18:45	19:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	541	0	0
	C - Claremont Avenue	505	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	1.15	542.93	78.1	F	541	541
C-AB	0.13	6.13	0.2	A	85	85
C-A					497	497
A-B					0	0
A-C					0	0

Main Results for each time segment

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	1.153	449	0.0	22.9	108.521	F
C-AB	85	21	672	0.127	84	0.0	0.2	6.118	A
C-A	497	124			497				
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	541	135	469	1.154	466	22.9	41.5	265.732	F
C-AB	85	21	672	0.127	85	0.2	0.2	6.129	A
C-A	497	124			497				
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	541	135	469	1.154	468	41.5	59.9	404.491	F
C-AB	85	21	672	0.127	85	0.2	0.2	6.131	A
C-A	497	124			497				
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	541	135	469	1.154	468	59.9	78.1	542.926	F
C-AB	85	21	672	0.127	85	0.2	0.2	6.129	A
C-A	497	124			497				
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		532.39	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	18:45	19:45	60	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	1168.48	161.1	F	598	598
C-AB	0.18	6.14	0.3	A	131	131
C-A					579	579
A-B					0	0
A-C					0	0

Main Results for each time segment

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	1.359	430	0.0	42.1	189.415	F
C-AB	131	33	718	0.182	130	0.0	0.3	6.116	A
C-A	579	145			579				
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	42.1	81.8	522.168	F
C-AB	131	33	718	0.182	131	0.3	0.3	6.138	A
C-A	579	145			579				
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	81.8	121.5	844.854	F
C-AB	131	33	718	0.182	131	0.3	0.3	6.138	A
C-A	579	145			579				
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	121.5	161.1	1168.476	F
C-AB	131	33	718	0.182	131	0.3	0.3	6.136	A
C-A	579	145			579				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: CA_KR_J Version B 200210 (Late Evening).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:27:58

»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	6.57	0.12				
	2024							
Stream B-AC	D12	0.2	8.47	0.20				
Stream C-AB		0.1	6.57	0.13				
	2024 + Dev (4,000)							
Stream B-AC					D20	0.3	8.86	0.24
Stream C-AB						0.1	6.47	0.11
	2024 + Dev (5,500)							
Stream B-AC					D24	0.3	9.07	0.24
Stream C-AB						0.2	6.68	0.15
	2024 + Dev (9,500)							
Stream B-AC					D28	0.3	9.71	0.26
Stream C-AB						0.3	7.36	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	21:30	22:30	60	15	✓
D12	2024	Weekday Late Evening	FLAT	21:30	22:30	60	15	✓
D20	2024 + Dev (4,000)	Weekday Post Game	FLAT	21:30	22:30	60	15	✓
D24	2024 + Dev (5,500)	Weekday Post Game	FLAT	21:30	22:30	60	15	✓
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:30	22:30	60	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	✓	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 - 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	21:30	22:30	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	99	0	0
	C - Claremont Avenue	138	76	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	0.19	8.31	0.2	A	99	99
C-AB	0.12	6.57	0.1	A	78	78
C-A					136	136
A-B					0	0
A-C					0	0

Main Results for each time segment

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	98	0.0	0.2	8.274	A
C-AB	78	20	626	0.125	78	0.0	0.1	6.559	A
C-A	136	34			136				
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	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	78	20	626	0.125	78	0.1	0.1	6.572	A
C-A	136	34			136				
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	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	78	20	626	0.125	78	0.1	0.1	6.572	A
C-A	136	34			136				
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	99	25	532	0.186	99	0.2	0.2	8.312	A
C-AB	78	20	626	0.125	78	0.1	0.1	6.572	A
C-A	136	34			136				
A-B	0	0			0				
A-C	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	21:30	22:30	60	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	105
C-AB	0.13	6.57	0.1	A	79	79
C-A					145	145
A-B					0	0
A-C					0	0

Main Results for each time segment

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	104	0.0	0.2	8.425	A
C-AB	79	20	627	0.127	79	0.0	0.1	6.557	A
C-A	145	36			145				
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	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	79	20	627	0.127	79	0.1	0.1	6.573	A
C-A	145	36			145				
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	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	79	20	627	0.127	79	0.1	0.1	6.570	A
C-A	145	36			145				
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	105	26	530	0.198	105	0.2	0.2	8.467	A
C-AB	79	20	627	0.127	79	0.1	0.1	6.573	A
C-A	145	36			145				
A-B	0	0			0				
A-C	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	21:30	22:30	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	125	0	0
	C - Claremont Avenue	160	68	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	8.86	0.3	A	125	125
C-AB	0.11	6.47	0.1	A	70	70
C-A					158	158
A-B					0	0
A-C					0	0

Main Results for each time segment

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	532	0.235	124	0.0	0.3	8.801	A
C-AB	70	17	626	0.112	69	0.0	0.1	6.458	A
C-A	158	40			158				
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	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	70	17	626	0.112	70	0.1	0.1	6.471	A
C-A	158	40			158				
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	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	70	17	626	0.112	70	0.1	0.1	6.471	A
C-A	158	40			158				
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	125	31	531	0.235	125	0.3	0.3	8.858	A
C-AB	70	17	626	0.112	70	0.1	0.1	6.471	A
C-A	158	40			158				
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	21:30	22:30	60	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	126
C-AB	0.15	6.68	0.2	A	93	93
C-A					157	157
A-B					0	0
A-C					0	0

Main Results for each time segment

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	125	0.0	0.3	9.010	A
C-AB	93	23	632	0.148	93	0.0	0.2	6.665	A
C-A	157	39			157				
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	93	23	632	0.148	93	0.2	0.2	6.681	A
C-A	157	39			157				
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	93	23	632	0.148	93	0.2	0.2	6.684	A
C-A	157	39			157				
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	93	23	632	0.148	93	0.2	0.2	6.684	A
C-A	157	39			157				
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		5.51	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 period length (min)	Time segment length (min)	Run automatically
D28	2024 + Dev (9,500)	Weekday Post Game	FLAT	21:30	22:30	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	129	0	0
	C - Claremont Avenue	160	149	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	0.26	9.71	0.3	A	129	129
C-AB	0.24	7.36	0.3	A	159	159
C-A					150	150
A-B					0	0
A-C					0	0

Main Results for each time segment

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	128	0.0	0.3	9.624	A
C-AB	159	40	648	0.245	157	0.0	0.3	7.321	A
C-A	150	38			150				
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	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	159	40	648	0.245	159	0.3	0.3	7.363	A
C-A	150	38			150				
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	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	159	40	648	0.245	159	0.3	0.3	7.363	A
C-A	150	38			150				
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	129	32	500	0.258	129	0.3	0.3	9.705	A
C-AB	159	40	648	0.245	159	0.3	0.3	7.363	A
C-A	150	38			150				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: CA_KR_J Version B 200210 (Pre Game (NMD)).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:36:23

»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	5.3	47.98	0.85
Stream C-AB		0.0	6.02	0.03
	2024			
Stream B-AC	D13	8.7	75.86	0.92
Stream C-AB		0.0	6.02	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	13:45	14:45	60	15	✓
D13	2024	Weekend Pre Game (Non Match Day)	FLAT	13:45	14:45	60	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		27.76	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	✓	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 - 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	13:45	14:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	413	0	0
	C - Claremont Avenue	283	19	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	0.85	47.98	5.3	E	413	413
C-AB	0.03	6.02	0.0	A	19	19
C-A					283	283
A-B					0	0
A-C					0	0

Main Results for each time segment

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	395	0.0	4.4	35.181	E
C-AB	19	5	617	0.031	19	0.0	0.0	6.015	A
C-A	283	71			283				
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	413	103	485	0.851	411	4.4	4.9	45.812	E
C-AB	19	5	617	0.031	19	0.0	0.0	6.020	A
C-A	283	71			283				
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	413	103	485	0.851	412	4.9	5.1	47.307	E
C-AB	19	5	617	0.031	19	0.0	0.0	6.020	A
C-A	283	71			283				
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	413	103	485	0.851	412	5.1	5.3	47.975	E
C-AB	19	5	617	0.031	19	0.0	0.0	6.017	A
C-A	283	71			283				
A-B	0	0			0				
A-C	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		43.83	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	13:45	14:45	60	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	75.86	8.7	F	441	441
C-AB	0.03	6.02	0.0	A	20	20
C-A					302	302
A-B					0	0
A-C					0	0

Main Results for each time segment

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	0.915	416	0.0	6.3	44.678	E
C-AB	20	5	619	0.033	20	0.0	0.0	6.015	A
C-A	302	75			302				
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	441	110	482	0.916	436	6.3	7.6	66.865	F
C-AB	20	5	619	0.033	20	0.0	0.0	6.019	A
C-A	302	75			302				
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	441	110	482	0.916	438	7.6	8.3	72.645	F
C-AB	20	5	619	0.033	20	0.0	0.0	6.017	A
C-A	302	75			302				
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	441	110	482	0.916	439	8.3	8.7	75.857	F
C-AB	20	5	619	0.033	20	0.0	0.0	6.019	A
C-A	302	75			302				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: CA_KR_J Version B 200210 (Post Game (NMD)).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:30:05

»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	39.39	0.77
Stream C-AB		0.0	6.08	0.05
	2024			
Stream B-AC	D14	4.4	52.30	0.83
Stream C-AB		0.1	6.09	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	16:45	17:45	60	15	✓
D14	2024	Weekend Post Game (Non Match Day)	FLAT	16:45	17:45	60	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		20.41	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	✓	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 - 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	16:45	17:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	300	0	0
	C - Claremont Avenue	257	28	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	0.77	39.39	3.2	E	300	300
C-AB	0.05	6.08	0.0	A	29	29
C-A					256	256
A-B					0	0
A-C					0	0

Main Results for each time segment

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	289	0.0	2.8	32.549	D
C-AB	29	7	620	0.046	28	0.0	0.0	6.079	A
C-A	256	64			256				
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	300	75	390	0.769	299	2.8	3.0	38.660	E
C-AB	29	7	620	0.046	29	0.0	0.0	6.084	A
C-A	256	64			256				
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	300	75	390	0.769	300	3.0	3.1	39.177	E
C-AB	29	7	620	0.046	29	0.0	0.0	6.084	A
C-A	256	64			256				
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	300	75	390	0.769	300	3.1	3.2	39.386	E
C-AB	29	7	620	0.046	29	0.0	0.0	6.084	A
C-A	256	64			256				
A-B	0	0			0				
A-C	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		27.00	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	16:45	17:45	60	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	52.30	4.4	F	320	320
C-AB	0.05	6.09	0.1	A	31	31
C-A					273	273
A-B					0	0
A-C					0	0

Main Results for each time segment

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	305	0.0	3.7	39.032	E
C-AB	31	8	622	0.049	30	0.0	0.1	6.083	A
C-A	273	68			273				
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	320	80	387	0.828	318	3.7	4.2	50.142	F
C-AB	31	8	622	0.049	31	0.1	0.1	6.088	A
C-A	273	68			273				
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	320	80	387	0.828	319	4.2	4.3	51.643	F
C-AB	31	8	622	0.049	31	0.1	0.1	6.088	A
C-A	273	68			273				
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	320	80	387	0.828	320	4.3	4.4	52.303	F
C-AB	31	8	622	0.049	31	0.1	0.1	6.086	A
C-A	273	68			273				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: CA_KR_JVersion B 200210 (Pre Game).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:37:08

»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	5.4	42.59	0.85
Stream C-AB		0.1	6.16	0.10
2024				
Stream B-AC	D15	9.4	70.58	0.92
Stream C-AB		0.1	6.16	0.10
2024 + Dev (4,000)				
Stream B-AC	D21	4.8	38.14	0.84
Stream C-AB		0.1	6.15	0.09
2024 + Dev (5,500)				
Stream B-AC	D25	7.2	55.49	0.89
Stream C-AB		0.1	6.19	0.11
2024 + Dev (9,500)				
Stream B-AC	D29	38.3	253.80	1.05
Stream C-AB		0.2	6.23	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	13:45	14:45	60	15	✓		
D15	2024	Weekend Pre Game	FLAT	13:45	14:45	60	15	✓	Simple	D7*1.0673
D21	2024 + Dev (4,000)	Weekend Pre Game	FLAT	13:45	14:45	60	15	✓		
D25	2024 + Dev (5,500)	Weekend Pre Game	FLAT	13:45	14:45	60	15	✓		
D29	2024 + Dev (9,500)	Weekend Pre Game	FLAT	13:45	14:45	60	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		22.30	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	✓	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 - 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	13:45	14:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	478	0	0
	C - Claremont Avenue	390	58	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	0.85	42.59	5.4	E	478	478
C-AB	0.10	6.16	0.1	A	62	62
C-A					386	386
A-B					0	0
A-C					0	0

Main Results for each time segment

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	0.853	460	0.0	4.6	31.711	D
C-AB	62	15	646	0.095	61	0.0	0.1	6.154	A
C-A	386	97			386				
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	478	120	560	0.854	476	4.6	5.1	40.863	E
C-AB	62	15	646	0.095	62	0.1	0.1	6.164	A
C-A	386	97			386				
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	478	120	560	0.854	477	5.1	5.3	42.061	E
C-AB	62	15	646	0.095	62	0.1	0.1	6.164	A
C-A	386	97			386				
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	478	120	560	0.854	478	5.3	5.4	42.587	E
C-AB	62	15	646	0.095	62	0.1	0.1	6.161	A
C-A	386	97			386				
A-B	0	0			0				
A-C	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		36.69	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	13:45	14:45	60	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	70.58	9.4	F	510	510
C-AB	0.10	6.16	0.1	A	66	66
C-A					412	412
A-B					0	0
A-C					0	0

Main Results for each time segment

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	483	0.0	6.8	41.426	E
C-AB	66	17	651	0.102	66	0.0	0.1	6.148	A
C-A	412	103			412				
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	510	128	554	0.921	505	6.8	8.2	62.184	F
C-AB	66	17	651	0.102	66	0.1	0.1	6.159	A
C-A	412	103			412				
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	510	128	554	0.921	507	8.2	8.9	67.585	F
C-AB	66	17	651	0.102	66	0.1	0.1	6.156	A
C-A	412	103			412				
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	510	128	554	0.921	508	8.9	9.4	70.585	F
C-AB	66	17	651	0.102	66	0.1	0.1	6.159	A
C-A	412	103			412				
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		20.18	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	13:45	14:45	60	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	38.14	4.8	E	471	471
C-AB	0.09	6.15	0.1	A	57	57
C-A					376	376
A-B					0	0
A-C					0	0

Main Results for each time segment

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	454	0.0	4.2	29.614	D
C-AB	57	14	642	0.089	57	0.0	0.1	6.143	A
C-A	376	94			376				
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	469	4.2	4.6	36.989	E
C-AB	57	14	642	0.089	57	0.1	0.1	6.153	A
C-A	376	94			376				
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	470	4.6	4.7	37.802	E
C-AB	57	14	642	0.089	57	0.1	0.1	6.153	A
C-A	376	94			376				
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	4.7	4.8	38.143	E
C-AB	57	14	642	0.089	57	0.1	0.1	6.151	A
C-A	376	94			376				
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		28.39	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	13:45	14:45	60	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	55.49	7.2	F	492	492
C-AB	0.11	6.19	0.1	A	72	72
C-A					409	409
A-B					0	0
A-C					0	0

Main Results for each time segment

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	469	0.0	5.6	36.841	E
C-AB	72	18	654	0.110	71	0.0	0.1	6.173	A
C-A	409	102			409				
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	492	123	552	0.891	488	5.6	6.5	51.345	F
C-AB	72	18	654	0.110	72	0.1	0.1	6.183	A
C-A	409	102			409				
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	492	123	552	0.891	490	6.5	6.9	54.122	F
C-AB	72	18	654	0.110	72	0.1	0.1	6.186	A
C-A	409	102			409				
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	492	123	552	0.891	491	6.9	7.2	55.487	F
C-AB	72	18	654	0.110	72	0.1	0.1	6.183	A
C-A	409	102			409				
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		120.30	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	13:45	14:45	60	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	253.80	38.3	F	548	548
C-AB	0.17	6.23	0.2	A	115	115
C-A					494	494
A-B					0	0
A-C					0	0

Main Results for each time segment

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	1.047	490	0.0	14.6	71.442	F
C-AB	115	29	693	0.166	114	0.0	0.2	6.214	A
C-A	494	124			494				
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	513	14.6	23.2	149.439	F
C-AB	115	29	693	0.166	115	0.2	0.2	6.230	A
C-A	494	124			494				
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	517	23.2	31.0	203.552	F
C-AB	115	29	693	0.166	115	0.2	0.2	6.230	A
C-A	494	124			494				
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	519	31.0	38.3	253.799	F
C-AB	115	29	693	0.166	115	0.2	0.2	6.230	A
C-A	494	124			494				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: CA_KR_J Version B 200210 (Post Game).j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:35:23

»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	5.2	65.42	0.85
Stream C-AB		0.2	6.62	0.16
2024				
Stream B-AC	D16	9.0	106.19	0.93
Stream C-AB		0.2	6.66	0.17
2024 + Dev (4,000)				
Stream B-AC	D22	9.4	110.80	0.93
Stream C-AB		0.2	6.50	0.15
2024 + Dev (5,500)				
Stream B-AC	D26	12.2	141.97	0.96
Stream C-AB		0.2	6.68	0.18
2024 + Dev (9,500)				
Stream B-AC	D30	24.9	279.09	1.04
Stream C-AB		0.4	7.30	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	16:45	17:45	60	15	✓		
D16	2024	Weekend Post Game	FLAT	16:45	17:45	60	15	✓	Simple	D8*1.0673
D22	2024 + Dev (4,000)	Weekend Post Game	FLAT	16:45	17:45	60	15	✓		
D26	2024 + Dev (5,500)	Weekend Post Game	FLAT	16:45	17:45	60	15	✓		
D30	2024 + Dev (9,500)	Weekend Post Game	FLAT	16:45	17:45	60	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		32.32	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	✓	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 - 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	16:45	17:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	304	0	0
	C - Claremont Avenue	234	96	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	0.85	65.42	5.2	F	304	304
C-AB	0.16	6.62	0.2	A	102	102
C-A					228	228
A-B					0	0
A-C					0	0

Main Results for each time segment

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	287	0.0	4.2	45.205	E
C-AB	102	25	646	0.158	101	0.0	0.2	6.605	A
C-A	228	57			228				
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	304	76	356	0.854	302	4.2	4.8	61.186	F
C-AB	102	25	646	0.158	102	0.2	0.2	6.621	A
C-A	228	57			228				
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	304	76	356	0.854	303	4.8	5.1	64.058	F
C-AB	102	25	646	0.158	102	0.2	0.2	6.624	A
C-A	228	57			228				
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	304	76	356	0.854	303	5.1	5.2	65.423	F
C-AB	102	25	646	0.158	102	0.2	0.2	6.624	A
C-A	228	57			228				
A-B	0	0			0				
A-C	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		51.81	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	16:45	17:45	60	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)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	324	0	0
	C - Claremont Avenue	250	102	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	106.19	9.0	F	324	324
C-AB	0.17	6.66	0.2	A	110	110
C-A					243	243
A-B					0	0
A-C					0	0

Main Results for each time segment

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	301	0.0	6.0	57.110	F
C-AB	110	27	651	0.168	109	0.0	0.2	6.634	A
C-A	243	61			243				
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	318	6.0	7.5	89.540	F
C-AB	110	27	651	0.168	110	0.2	0.2	6.656	A
C-A	243	61			243				
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	321	7.5	8.4	99.902	F
C-AB	110	27	651	0.168	110	0.2	0.2	6.656	A
C-A	243	61			243				
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	322	8.4	9.0	106.193	F
C-AB	110	27	651	0.168	110	0.2	0.2	6.653	A
C-A	243	61			243				
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		52.96	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	16:45	17:45	60	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	110.80	9.4	F	327	327
C-AB	0.15	6.50	0.2	A	95	95
C-A					271	271
A-B					0	0
A-C					0	0

Main Results for each time segment

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	0.930	302	0.0	6.2	58.160	F
C-AB	95	24	649	0.146	94	0.0	0.2	6.480	A
C-A	271	68			271				
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	327	82	351	0.931	320	6.2	7.8	92.323	F
C-AB	95	24	649	0.146	95	0.2	0.2	6.496	A
C-A	271	68			271				
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	327	82	351	0.931	323	7.8	8.8	103.721	F
C-AB	95	24	649	0.146	95	0.2	0.2	6.498	A
C-A	271	68			271				
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	327	82	351	0.931	324	8.8	9.4	110.800	F
C-AB	95	24	649	0.146	95	0.2	0.2	6.496	A
C-A	271	68			271				
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		66.01	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	16:45	17:45	60	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	141.97	12.2	F	329	329
C-AB	0.18	6.68	0.2	A	120	120
C-A					268	268
A-B					0	0
A-C					0	0

Main Results for each time segment

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	0.959	301	0.0	7.1	64.897	F
C-AB	120	30	659	0.182	119	0.0	0.2	6.658	A
C-A	268	67			268				
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	319	7.1	9.5	110.059	F
C-AB	120	30	659	0.182	120	0.2	0.2	6.683	A
C-A	268	67			268				
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	323	9.5	11.0	128.834	F
C-AB	120	30	659	0.182	120	0.2	0.2	6.683	A
C-A	268	67			268				
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	324	11.0	12.2	141.966	F
C-AB	120	30	659	0.182	120	0.2	0.2	6.683	A
C-A	268	67			268				
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		120.17	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	16:45	17:45	60	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	279.09	24.9	F	332	332
C-AB	0.28	7.30	0.4	A	193	193
C-A					255	255
A-B					0	0
A-C					0	0

Main Results for each time segment

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	320	1.038	291	0.0	10.2	86.688	F
C-AB	193	48	686	0.281	191	0.0	0.4	7.250	A
C-A	255	64			255				
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	332	83	319	1.040	310	10.2	15.8	173.223	F
C-AB	193	48	686	0.281	193	0.4	0.4	7.300	A
C-A	255	64			255				
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	332	83	319	1.040	313	15.8	20.6	229.115	F
C-AB	193	48	686	0.281	193	0.4	0.4	7.301	A
C-A	255	64			255				
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	332	83	319	1.040	314	20.6	24.9	279.090	F
C-AB	193	48	686	0.281	193	0.4	0.4	7.298	A
C-A	255	64			255				
A-B	0	0			0				
A-C	0	0			0				

APPENDIX C

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Guildford Road_York Road Junction 200210.j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:20:28

»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	1.3	19.52	0.57	C	D2	0.5	10.89	0.33	B	D3	0.3	8.83	0.25	A	D4	0.1	5.81	0.06	A	D5
Stream B-A		0.7	53.25	0.44	F		0.3	36.92	0.26	E		0.1	25.97	0.13	D		0.0	12.09	0.01	B	
Stream C-AB		0.3	8.95	0.25	A		0.3	8.42	0.25	A		0.3	8.25	0.25	A		0.1	5.81	0.08	A	
Stream B-C	D9	2.1	30.47	0.69	D	D10	0.6	12.31	0.37	B	D11	0.4	9.39	0.28	A	D12	0.1	5.89	0.07	A	D13
Stream B-A		1.3	88.63	0.59	F		0.5	47.88	0.33	E		0.2	30.04	0.16	D		0.0	12.41	0.01	B	
Stream C-AB		0.4	9.47	0.28	A		0.4	8.85	0.27	A		0.4	8.66	0.27	A		0.1	5.89	0.08	A	
Stream B-C	D17	2.5	37.29	0.73	E	D18	0.6	11.86	0.36	B											
Stream B-A		1.5	106.79	0.64	F		0.4	44.30	0.31	E											
Stream C-AB		0.4	9.78	0.28	A		0.4	8.70	0.26	A											
Stream B-C																					
Stream B-A																					
Stream C-AB																					
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	Guildford Road / York Road PICADY
Location	Woking
Site number	
Date	08/07/2019
Version	
Status	(new file)
Identifier	
Client	Goldev Woking Ltd
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		4.24	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)	6.55		✓	4.00	131.0	✓	10.00

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 - York Road	One lane plus flare	10.00	5.60	5.00	4.75	4.50		1.00	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	439	0.078	0.197	0.124	0.282
B-C	726	0.109	0.275	-	-
C-B	777	0.294	0.294	-	-

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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.57	19.52	1.3	C	201	301
B-A	0.44	53.25	0.7	F	44	66
C-AB	0.25	8.95	0.3	A	114	171
C-A					696	1045
A-B					6	8
A-C					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	556	0.297	163	0.0	0.4	9.133	A
B-A	36	9	230	0.157	35	0.0	0.2	18.452	C
C-AB	93	23	609	0.153	93	0.0	0.2	6.957	A
C-A	571	143			571				
A-B	5	1			5				
A-C	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	513	0.384	196	0.4	0.6	11.332	B
B-A	43	11	186	0.232	43	0.2	0.3	25.112	D
C-AB	111	28	580	0.192	111	0.2	0.2	7.680	A
C-A	682	171			682				
A-B	5	1			5				
A-C	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	430	0.561	239	0.6	1.2	18.613	C
B-A	53	13	121	0.437	51	0.3	0.7	50.545	F
C-AB	137	34	539	0.253	136	0.2	0.3	8.931	A
C-A	836	209			836				
A-B	7	2			7				
A-C	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	425	0.567	241	1.2	1.3	19.519	C
B-A	53	13	120	0.441	53	0.7	0.7	53.255	F
C-AB	137	34	539	0.253	137	0.3	0.3	8.949	A
C-A	836	209			836				
A-B	7	2			7				
A-C	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	509	0.387	199	1.3	0.6	11.709	B
B-A	43	11	185	0.233	45	0.7	0.3	25.962	D
C-AB	111	28	580	0.192	112	0.3	0.2	7.702	A
C-A	682	171			682				
A-B	5	1			5				
A-C	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	554	0.298	166	0.6	0.4	9.288	A
B-A	36	9	230	0.157	37	0.3	0.2	18.710	C
C-AB	93	23	609	0.153	94	0.2	0.2	6.982	A
C-A	571	143			571				
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		2.05	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.33	10.89	0.5	B	134	201
B-A	0.26	36.92	0.3	E	28	43
C-AB	0.25	8.42	0.3	A	116	173
C-A					888	1332
A-B					14	21
A-C					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	578	0.190	109	0.0	0.2	7.659	A
B-A	23	6	230	0.101	23	0.0	0.1	17.327	C
C-AB	95	24	626	0.152	94	0.0	0.2	6.764	A
C-A	729	182			729				
A-B	11	3			11				
A-C	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	547	0.240	131	0.2	0.3	8.648	A
B-A	28	7	189	0.147	28	0.1	0.2	22.269	C
C-AB	113	28	601	0.189	113	0.2	0.2	7.378	A
C-A	870	218			870				
A-B	13	3			13				
A-C	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	493	0.326	160	0.3	0.5	10.802	B
B-A	34	9	132	0.259	33	0.2	0.3	36.435	E
C-AB	139	35	566	0.245	138	0.2	0.3	8.408	A
C-A	1066	266			1066				
A-B	17	4			17				
A-C	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	491	0.327	161	0.5	0.5	10.893	B
B-A	34	9	132	0.260	34	0.3	0.3	36.924	E
C-AB	139	35	566	0.245	139	0.3	0.3	8.421	A
C-A	1066	266			1066				
A-B	17	4			17				
A-C	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	545	0.241	132	0.5	0.3	8.728	A
B-A	28	7	189	0.147	29	0.3	0.2	22.502	C
C-AB	113	28	601	0.189	114	0.3	0.2	7.397	A
C-A	870	218			870				
A-B	13	3			13				
A-C	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	577	0.191	110	0.3	0.2	7.721	A
B-A	23	6	230	0.101	24	0.2	0.1	17.446	C
C-AB	95	24	626	0.152	95	0.2	0.2	6.788	A
C-A	729	182			729				
A-B	11	3			11				
A-C	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		1.65	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.25	8.83	0.3	A	115	172
B-A	0.13	25.97	0.1	D	17	26
C-AB	0.25	8.25	0.3	A	122	183
C-A					716	1074
A-B					9	14
A-C					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	612	0.154	93	0.0	0.2	6.934	A
B-A	14	4	246	0.058	14	0.0	0.1	15.509	C
C-AB	100	25	639	0.157	99	0.0	0.2	6.660	A
C-A	587	147			587				
A-B	8	2			8				
A-C	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	585	0.192	112	0.2	0.2	7.608	A
B-A	17	4	210	0.081	17	0.1	0.1	18.663	C
C-AB	120	30	615	0.194	119	0.2	0.2	7.252	A
C-A	701	175			701				
A-B	9	2			9				
A-C	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	546	0.252	137	0.2	0.3	8.807	A
B-A	21	5	160	0.131	21	0.1	0.1	25.874	D
C-AB	146	37	583	0.251	146	0.2	0.3	8.240	A
C-A	859	215			859				
A-B	11	3			11				
A-C	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	545	0.252	138	0.3	0.3	8.831	A
B-A	21	5	160	0.131	21	0.1	0.1	25.969	D
C-AB	146	37	583	0.251	146	0.3	0.3	8.253	A
C-A	859	215			859				
A-B	11	3			11				
A-C	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	584	0.192	113	0.3	0.2	7.636	A
B-A	17	4	210	0.081	17	0.1	0.1	18.731	C
C-AB	120	30	615	0.194	120	0.3	0.2	7.268	A
C-A	701	175			701				
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	611	0.154	94	0.2	0.2	6.970	A
B-A	14	4	246	0.058	14	0.1	0.1	15.563	C
C-AB	100	25	639	0.157	100	0.2	0.2	6.681	A
C-A	587	147			587				
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		0.74	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.06	5.81	0.1	A	36	54
B-A	0.01	12.09	0.0	B	3	4
C-AB	0.08	5.81	0.1	A	43	65
C-A					315	472
A-B					7	11
A-C					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	691	0.043	29	0.0	0.0	5.441	A
B-A	2	0.56	339	0.007	2	0.0	0.0	10.702	B
C-AB	35	9	700	0.051	35	0.0	0.1	5.411	A
C-A	258	65			258				
A-B	6	2			6				
A-C	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	679	0.052	35	0.0	0.1	5.592	A
B-A	3	0.67	323	0.008	3	0.0	0.0	11.243	B
C-AB	42	11	688	0.061	42	0.1	0.1	5.571	A
C-A	308	77			308				
A-B	7	2			7				
A-C	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	662	0.065	43	0.1	0.1	5.811	A
B-A	3	0.83	301	0.011	3	0.0	0.0	12.088	B
C-AB	52	13	672	0.077	52	0.1	0.1	5.805	A
C-A	378	94			378				
A-B	9	2			9				
A-C	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	662	0.065	43	0.1	0.1	5.812	A
B-A	3	0.83	301	0.011	3	0.0	0.0	12.088	B
C-AB	52	13	672	0.077	52	0.1	0.1	5.805	A
C-A	378	94			378				
A-B	9	2			9				
A-C	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	679	0.052	35	0.1	0.1	5.593	A
B-A	3	0.67	323	0.008	3	0.0	0.0	11.246	B
C-AB	42	11	688	0.061	42	0.1	0.1	5.572	A
C-A	308	77			308				
A-B	7	2			7				
A-C	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	691	0.043	29	0.1	0.0	5.444	A
B-A	2	0.56	339	0.007	2	0.0	0.0	10.703	B
C-AB	35	9	700	0.051	35	0.1	0.1	5.414	A
C-A	258	65			258				
A-B	6	2			6				
A-C	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		1.37	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	0.25	9.07	0.3	A	108	162
B-A	0.08	22.18	0.1	C	11	17
C-AB	0.17	7.75	0.2	A	82	123
C-A					621	932
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	590	0.151	88	0.0	0.2	7.164	A
B-A	9	2	254	0.036	9	0.0	0.0	14.652	B
C-AB	67	17	623	0.108	67	0.0	0.1	6.463	A
C-A	510	127			510				
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	564	0.188	106	0.2	0.2	7.858	A
B-A	11	3	221	0.049	11	0.0	0.1	17.080	C
C-AB	80	20	598	0.134	80	0.1	0.2	6.952	A
C-A	609	152			609				
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	527	0.247	130	0.2	0.3	9.052	A
B-A	13	3	176	0.075	13	0.1	0.1	22.144	C
C-AB	98	24	562	0.174	98	0.2	0.2	7.748	A
C-A	745	186			745				
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	527	0.247	130	0.3	0.3	9.072	A
B-A	13	3	175	0.075	13	0.1	0.1	22.182	C
C-AB	98	24	562	0.174	98	0.2	0.2	7.754	A
C-A	745	186			745				
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	564	0.188	106	0.3	0.2	7.882	A
B-A	11	3	221	0.049	11	0.1	0.1	17.111	C
C-AB	80	20	598	0.134	80	0.2	0.2	6.964	A
C-A	609	152			609				
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	590	0.151	89	0.2	0.2	7.194	A
B-A	9	2	254	0.036	9	0.1	0.0	14.682	B
C-AB	67	17	623	0.108	67	0.2	0.1	6.476	A
C-A	510	127			510				
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		1.11	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
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	0.23	8.35	0.3	A	106	158
B-A	0.03	19.28	0.0	C	5	7
C-AB	0.13	7.17	0.1	A	61	91
C-A					594	891
A-B					9	14
A-C					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	615	0.141	86	0.0	0.2	6.800	A
B-A	4	0.94	264	0.014	4	0.0	0.0	13.850	B
C-AB	50	12	632	0.079	49	0.0	0.1	6.179	A
C-A	487	122			487				
A-B	8	2			8				
A-C	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	591	0.175	103	0.2	0.2	7.376	A
B-A	4	1	234	0.019	4	0.0	0.0	15.704	C
C-AB	59	15	608	0.098	59	0.1	0.1	6.561	A
C-A	582	145			582				
A-B	9	2			9				
A-C	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	558	0.227	126	0.2	0.3	8.335	A
B-A	6	1	192	0.029	5	0.0	0.0	19.269	C
C-AB	73	18	575	0.126	73	0.1	0.1	7.163	A
C-A	712	178			712				
A-B	11	3			11				
A-C	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	558	0.227	127	0.3	0.3	8.347	A
B-A	6	1	192	0.029	6	0.0	0.0	19.281	C
C-AB	73	18	575	0.126	73	0.1	0.1	7.166	A
C-A	712	178			712				
A-B	11	3			11				
A-C	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	591	0.175	104	0.3	0.2	7.397	A
B-A	4	1	234	0.019	5	0.0	0.0	15.714	C
C-AB	59	15	608	0.098	59	0.1	0.1	6.567	A
C-A	582	145			582				
A-B	9	2			9				
A-C	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	615	0.141	87	0.2	0.2	6.823	A
B-A	4	0.94	263	0.014	4	0.0	0.0	13.866	B
C-AB	50	12	632	0.079	50	0.1	0.1	6.186	A
C-A	487	122			487				
A-B	8	2			8				
A-C	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		1.40	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	9.48	0.4	A	116	173
B-A	0.08	27.51	0.1	D	9	14
C-AB	0.21	8.45	0.3	A	95	143
C-A					718	1076
A-B					9	14
A-C					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	590	0.161	94	0.0	0.2	7.245	A
B-A	8	2	231	0.033	7	0.0	0.0	16.115	C
C-AB	78	20	608	0.129	78	0.0	0.1	6.778	A
C-A	589	147			589				
A-B	8	2			8				
A-C	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	561	0.202	113	0.2	0.3	8.036	A
B-A	9	2	193	0.046	9	0.0	0.0	19.501	C
C-AB	93	23	580	0.161	93	0.1	0.2	7.397	A
C-A	703	176			703				
A-B	9	2			9				
A-C	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	519	0.267	138	0.3	0.4	9.450	A
B-A	11	3	142	0.078	11	0.0	0.1	27.443	D
C-AB	115	29	541	0.212	114	0.2	0.3	8.435	A
C-A	861	215			861				
A-B	11	3			11				
A-C	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	518	0.268	139	0.4	0.4	9.481	A
B-A	11	3	142	0.078	11	0.1	0.1	27.514	D
C-AB	115	29	541	0.212	114	0.3	0.3	8.447	A
C-A	861	215			861				
A-B	11	3			11				
A-C	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	560	0.202	114	0.4	0.3	8.066	A
B-A	9	2	193	0.046	9	0.1	0.0	19.552	C
C-AB	93	23	580	0.161	94	0.3	0.2	7.409	A
C-A	703	176			703				
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	590	0.161	95	0.3	0.2	7.277	A
B-A	8	2	231	0.033	8	0.0	0.0	16.152	C
C-AB	78	20	608	0.129	78	0.2	0.1	6.799	A
C-A	589	147			589				
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		1.13	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	8.77	0.3	A	90	135
B-A	0.04	21.91	0.0	C	6	8
C-AB	0.16	8.00	0.2	A	73	110
C-A					553	830
A-B					6	10
A-C					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	587	0.126	73	0.0	0.1	7.000	A
B-A	5	1	249	0.018	4	0.0	0.0	14.689	B
C-AB	60	15	607	0.099	60	0.0	0.1	6.578	A
C-A	454	113			454				
A-B	5	1			5				
A-C	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	558	0.158	88	0.1	0.2	7.651	A
B-A	5	1	217	0.025	5	0.0	0.0	17.044	C
C-AB	72	18	578	0.124	72	0.1	0.1	7.112	A
C-A	542	136			542				
A-B	6	2			6				
A-C	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	518	0.208	108	0.2	0.3	8.758	A
B-A	7	2	171	0.039	7	0.0	0.0	21.889	C
C-AB	88	22	538	0.164	88	0.1	0.2	7.992	A
C-A	664	166			664				
A-B	8	2			8				
A-C	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	518	0.208	108	0.3	0.3	8.772	A
B-A	7	2	171	0.039	7	0.0	0.0	21.911	C
C-AB	88	22	538	0.164	88	0.2	0.2	7.999	A
C-A	664	166			664				
A-B	8	2			8				
A-C	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	558	0.158	88	0.3	0.2	7.666	A
B-A	5	1	216	0.025	5	0.0	0.0	17.062	C
C-AB	72	18	578	0.124	72	0.2	0.1	7.120	A
C-A	542	136			542				
A-B	6	2			6				
A-C	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	587	0.126	74	0.2	0.1	7.023	A
B-A	5	1	249	0.018	5	0.0	0.0	14.708	B
C-AB	60	15	607	0.099	60	0.1	0.1	6.592	A
C-A	454	113			454				
A-B	5	1			5				
A-C	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		6.45	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
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	0.69	30.47	2.1	D	213	320
B-A	0.59	88.63	1.3	F	47	70
C-AB	0.28	9.47	0.4	A	121	181
C-A					740	1109
A-B					6	9
A-C					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	543	0.322	173	0.0	0.5	9.681	A
B-A	38	10	216	0.178	38	0.0	0.2	20.079	C
C-AB	99	25	600	0.165	98	0.0	0.2	7.168	A
C-A	607	152			607				
A-B	5	1			5				
A-C	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	494	0.423	208	0.5	0.7	12.530	B
B-A	46	11	168	0.272	45	0.2	0.4	29.106	D
C-AB	118	30	568	0.208	118	0.2	0.3	7.991	A
C-A	725	181			725				
A-B	6	1			6				
A-C	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	384	0.667	252	0.7	1.8	26.371	D
B-A	56	14	97	0.577	53	0.4	1.1	76.759	F
C-AB	145	36	525	0.276	145	0.3	0.4	9.451	A
C-A	887	222			887				
A-B	7	2			7				
A-C	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	372	0.689	255	1.8	2.1	30.473	D
B-A	56	14	95	0.590	56	1.1	1.3	88.627	F
C-AB	145	36	525	0.276	145	0.4	0.4	9.473	A
C-A	887	222			887				
A-B	7	2			7				
A-C	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	486	0.430	214	2.1	0.8	13.460	B
B-A	46	11	167	0.274	49	1.3	0.4	31.384	D
C-AB	118	30	568	0.208	119	0.4	0.3	8.016	A
C-A	725	181			725				
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	541	0.324	176	0.8	0.5	9.896	A
B-A	38	10	216	0.178	39	0.4	0.2	20.468	C
C-AB	99	25	600	0.165	99	0.3	0.2	7.195	A
C-A	607	152			607				
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		2.37	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
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	0.37	12.31	0.6	B	142	214
B-A	0.33	47.88	0.5	E	30	45
C-AB	0.27	8.85	0.4	A	123	184
C-A					945	1417
A-B					15	22
A-C					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	568	0.206	116	0.0	0.3	7.941	A
B-A	25	6	217	0.114	24	0.0	0.1	18.652	C
C-AB	101	25	618	0.163	100	0.0	0.2	6.948	A
C-A	775	194			775				
A-B	12	3			12				
A-C	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	533	0.262	139	0.3	0.4	9.131	A
B-A	30	7	173	0.171	29	0.1	0.2	25.024	D
C-AB	120	30	591	0.204	120	0.2	0.3	7.644	A
C-A	926	231			926				
A-B	14	4			14				
A-C	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	466	0.367	170	0.4	0.6	12.121	B
B-A	36	9	111	0.326	35	0.2	0.5	46.719	E
C-AB	148	37	554	0.266	147	0.3	0.4	8.835	A
C-A	1134	283			1134				
A-B	18	4			18				
A-C	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	463	0.369	171	0.6	0.6	12.309	B
B-A	36	9	111	0.326	36	0.5	0.5	47.884	E
C-AB	148	37	554	0.266	148	0.4	0.4	8.852	A
C-A	1134	283			1134				
A-B	18	4			18				
A-C	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	531	0.263	140	0.6	0.4	9.246	A
B-A	30	7	173	0.171	31	0.5	0.2	25.464	D
C-AB	120	30	591	0.204	121	0.4	0.3	7.667	A
C-A	926	231			926				
A-B	14	4			14				
A-C	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	567	0.206	117	0.4	0.3	8.013	A
B-A	25	6	217	0.115	25	0.2	0.1	18.820	C
C-AB	101	25	618	0.163	101	0.3	0.2	6.976	A
C-A	775	194			775				
A-B	12	3			12				
A-C	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		1.77	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	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.28	9.39	0.4	A	122	183
B-A	0.16	30.04	0.2	D	19	28
C-AB	0.27	8.66	0.4	A	130	195
C-A					761	1142
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	603	0.166	99	0.0	0.2	7.134	A
B-A	15	4	234	0.065	15	0.0	0.1	16.404	C
C-AB	106	27	631	0.169	106	0.0	0.2	6.837	A
C-A	625	156			625				
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	574	0.208	119	0.2	0.3	7.906	A
B-A	18	5	196	0.093	18	0.1	0.1	20.260	C
C-AB	127	32	606	0.210	127	0.2	0.3	7.508	A
C-A	746	186			746				
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	530	0.276	146	0.3	0.4	9.350	A
B-A	22	6	142	0.157	22	0.1	0.2	29.883	D
C-AB	156	39	571	0.273	155	0.3	0.4	8.648	A
C-A	913	228			913				
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	530	0.276	146	0.4	0.4	9.388	A
B-A	22	6	142	0.157	22	0.2	0.2	30.045	D
C-AB	156	39	571	0.273	156	0.4	0.4	8.665	A
C-A	913	228			913				
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	574	0.208	120	0.4	0.3	7.945	A
B-A	18	5	196	0.093	18	0.2	0.1	20.364	C
C-AB	127	32	606	0.210	128	0.4	0.3	7.527	A
C-A	746	186			746				
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	603	0.166	100	0.3	0.2	7.173	A
B-A	15	4	234	0.065	15	0.1	0.1	16.474	C
C-AB	106	27	631	0.169	107	0.3	0.2	6.865	A
C-A	625	156			625				
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		0.76	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	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	5.89	0.1	A	38	57
B-A	0.01	12.41	0.0	B	3	4
C-AB	0.08	5.89	0.1	A	46	69
C-A					335	502
A-B					8	12
A-C					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	687	0.045	31	0.0	0.0	5.488	A
B-A	2	0.60	333	0.007	2	0.0	0.0	10.874	B
C-AB	38	9	696	0.054	37	0.0	0.1	5.462	A
C-A	275	69			275				
A-B	6	2			6				
A-C	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	674	0.055	37	0.0	0.1	5.652	A
B-A	3	0.72	317	0.009	3	0.0	0.0	11.470	B
C-AB	45	11	684	0.066	45	0.1	0.1	5.635	A
C-A	328	82			328				
A-B	8	2			8				
A-C	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	657	0.070	46	0.1	0.1	5.892	A
B-A	4	0.88	294	0.012	4	0.0	0.0	12.411	B
C-AB	55	14	666	0.083	55	0.1	0.1	5.891	A
C-A	402	100			402				
A-B	9	2			9				
A-C	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	657	0.070	46	0.1	0.1	5.892	A
B-A	4	0.88	294	0.012	4	0.0	0.0	12.411	B
C-AB	55	14	666	0.083	55	0.1	0.1	5.891	A
C-A	402	100			402				
A-B	9	2			9				
A-C	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	674	0.055	37	0.1	0.1	5.654	A
B-A	3	0.72	317	0.009	3	0.0	0.0	11.471	B
C-AB	45	11	684	0.066	45	0.1	0.1	5.637	A
C-A	328	82			328				
A-B	8	2			8				
A-C	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	687	0.045	31	0.1	0.0	5.494	A
B-A	2	0.60	333	0.007	2	0.0	0.0	10.875	B
C-AB	38	9	696	0.054	38	0.1	0.1	5.465	A
C-A	275	69			275				
A-B	6	2			6				
A-C	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		1.46	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)	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	0.27	9.63	0.4	A	116	173
B-A	0.09	24.92	0.1	C	12	18
C-AB	0.19	8.09	0.2	A	87	131
C-A					663	995
A-B					9	13
A-C					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	581	0.163	94	0.0	0.2	7.370	A
B-A	10	2	243	0.040	9	0.0	0.0	15.401	C
C-AB	72	18	614	0.116	71	0.0	0.1	6.622	A
C-A	544	136			544				
A-B	7	2			7				
A-C	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	553	0.205	113	0.2	0.3	8.178	A
B-A	12	3	208	0.055	11	0.0	0.1	18.333	C
C-AB	85	21	587	0.145	85	0.1	0.2	7.173	A
C-A	650	162			650				
A-B	9	2			9				
A-C	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	513	0.270	138	0.3	0.4	9.599	A
B-A	14	4	159	0.089	14	0.1	0.1	24.855	C
C-AB	105	26	549	0.190	104	0.2	0.2	8.087	A
C-A	796	199			796				
A-B	11	3			11				
A-C	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	513	0.271	139	0.4	0.4	9.628	A
B-A	14	4	159	0.089	14	0.1	0.1	24.915	C
C-AB	105	26	549	0.190	105	0.2	0.2	8.094	A
C-A	796	199			796				
A-B	11	3			11				
A-C	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	553	0.205	114	0.4	0.3	8.210	A
B-A	12	3	208	0.055	12	0.1	0.1	18.381	C
C-AB	85	21	587	0.145	86	0.2	0.2	7.186	A
C-A	650	162			650				
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	581	0.163	95	0.3	0.2	7.419	A
B-A	10	2	243	0.040	10	0.1	0.0	15.439	C
C-AB	72	18	614	0.116	72	0.2	0.1	6.636	A
C-A	544	136			544				
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		1.16	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.25	8.77	0.3	A	113	169
B-A	0.03	21.05	0.0	C	5	7
C-AB	0.14	7.42	0.2	A	65	97
C-A					634	950
A-B					10	15
A-C					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	606	0.152	92	0.0	0.2	6.983	A
B-A	4	1	253	0.016	4	0.0	0.0	14.436	B
C-AB	53	13	623	0.085	53	0.0	0.1	6.303	A
C-A	520	130			520				
A-B	8	2			8				
A-C	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	581	0.190	110	0.2	0.2	7.640	A
B-A	5	1	221	0.022	5	0.0	0.0	16.622	C
C-AB	63	16	598	0.106	63	0.1	0.1	6.732	A
C-A	621	155			621				
A-B	10	2			10				
A-C	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	546	0.248	135	0.2	0.3	8.753	A
B-A	6	1	177	0.033	6	0.0	0.0	21.029	C
C-AB	78	19	563	0.138	77	0.1	0.2	7.414	A
C-A	760	190			760				
A-B	12	3			12				
A-C	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	546	0.248	135	0.3	0.3	8.770	A
B-A	6	1	177	0.033	6	0.0	0.0	21.046	C
C-AB	78	19	563	0.138	78	0.2	0.2	7.417	A
C-A	760	190			760				
A-B	12	3			12				
A-C	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	581	0.190	111	0.3	0.2	7.663	A
B-A	5	1	221	0.022	5	0.0	0.0	16.639	C
C-AB	63	16	598	0.106	63	0.2	0.1	6.738	A
C-A	621	155			621				
A-B	10	2			10				
A-C	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	606	0.152	93	0.2	0.2	7.010	A
B-A	4	1	253	0.016	4	0.0	0.0	14.452	B
C-AB	53	13	623	0.085	53	0.1	0.1	6.315	A
C-A	520	130			520				
A-B	8	2			8				
A-C	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		1.51	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	10.17	0.4	B	123	185
B-A	0.10	32.39	0.1	D	10	15
C-AB	0.23	8.91	0.3	A	102	153
C-A					766	1149
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	580	0.175	100	0.0	0.2	7.492	A
B-A	8	2	218	0.037	8	0.0	0.0	17.132	C
C-AB	84	21	598	0.140	83	0.0	0.2	6.974	A
C-A	628	157			628				
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	548	0.220	121	0.2	0.3	8.410	A
B-A	10	2	178	0.054	10	0.0	0.1	21.352	C
C-AB	100	25	568	0.176	100	0.2	0.2	7.680	A
C-A	750	188			750				
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	502	0.295	148	0.3	0.4	10.134	B
B-A	12	3	123	0.096	12	0.1	0.1	32.259	D
C-AB	122	31	526	0.232	122	0.2	0.3	8.893	A
C-A	919	230			919				
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	502	0.295	148	0.4	0.4	10.173	B
B-A	12	3	123	0.096	12	0.1	0.1	32.389	D
C-AB	122	31	526	0.232	122	0.3	0.3	8.909	A
C-A	919	230			919				
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	548	0.221	121	0.4	0.3	8.450	A
B-A	10	2	178	0.054	10	0.1	0.1	21.430	C
C-AB	100	25	568	0.176	100	0.3	0.2	7.698	A
C-A	750	188			750				
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	580	0.175	102	0.3	0.2	7.533	A
B-A	8	2	218	0.037	8	0.1	0.0	17.184	C
C-AB	84	21	598	0.140	84	0.2	0.2	6.999	A
C-A	628	157			628				
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		1.19	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
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	0.23	9.27	0.3	A	96	144
B-A	0.05	24.48	0.0	C	6	9
C-AB	0.18	8.38	0.2	A	78	118
C-A					591	886
A-B					7	10
A-C					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	577	0.136	78	0.0	0.2	7.205	A
B-A	5	1	238	0.020	5	0.0	0.0	15.420	C
C-AB	64	16	597	0.108	64	0.0	0.1	6.751	A
C-A	485	121			485				
A-B	6	1			6				
A-C	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	546	0.172	94	0.2	0.2	7.951	A
B-A	6	1	203	0.028	6	0.0	0.0	18.253	C
C-AB	77	19	566	0.136	77	0.1	0.2	7.355	A
C-A	579	145			579				
A-B	7	2			7				
A-C	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	503	0.229	115	0.2	0.3	9.254	A
B-A	7	2	154	0.046	7	0.0	0.0	24.443	C
C-AB	94	24	524	0.180	94	0.2	0.2	8.372	A
C-A	709	177			709				
A-B	8	2			8				
A-C	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	503	0.229	115	0.3	0.3	9.273	A
B-A	7	2	154	0.046	7	0.0	0.0	24.478	C
C-AB	94	24	524	0.180	94	0.2	0.2	8.380	A
C-A	709	177			709				
A-B	8	2			8				
A-C	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	546	0.172	94	0.3	0.2	7.973	A
B-A	6	1	203	0.028	6	0.0	0.0	18.280	C
C-AB	77	19	566	0.136	77	0.2	0.2	7.365	A
C-A	579	145			579				
A-B	7	2			7				
A-C	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	577	0.136	79	0.2	0.2	7.231	A
B-A	5	1	238	0.020	5	0.0	0.0	15.445	C
C-AB	64	16	597	0.108	64	0.2	0.1	6.768	A
C-A	485	121			485				
A-B	6	1			6				
A-C	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		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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.73	37.29	2.5	E	214	321
B-A	0.64	106.79	1.5	F	47	70
C-AB	0.28	9.78	0.4	A	121	182
C-A					722	1083
A-B					6	8
A-C					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	535	0.328	173	0.0	0.5	9.897	A
B-A	38	10	212	0.181	38	0.0	0.2	20.534	C
C-AB	99	25	592	0.168	99	0.0	0.2	7.285	A
C-A	592	148			592				
A-B	5	1			5				
A-C	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	484	0.433	208	0.5	0.7	13.010	B
B-A	46	11	163	0.281	45	0.2	0.4	30.312	D
C-AB	119	30	559	0.212	118	0.2	0.3	8.167	A
C-A	707	177			707				
A-B	5	1			5				
A-C	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	365	0.703	251	0.7	2.1	30.297	D
B-A	56	14	90	0.621	52	0.4	1.3	87.954	F
C-AB	145	36	513	0.283	145	0.3	0.4	9.758	A
C-A	867	217			867				
A-B	7	2			7				
A-C	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	349	0.735	255	2.1	2.5	37.291	E
B-A	56	14	88	0.642	55	1.3	1.5	106.793	F
C-AB	145	36	513	0.283	145	0.4	0.4	9.783	A
C-A	867	217			867				
A-B	7	2			7				
A-C	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	474	0.442	216	2.5	0.8	14.294	B
B-A	46	11	162	0.284	50	1.5	0.4	33.431	D
C-AB	119	30	559	0.212	119	0.4	0.3	8.194	A
C-A	707	177			707				
A-B	5	1			5				
A-C	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	533	0.329	177	0.8	0.5	10.135	B
B-A	38	10	212	0.181	39	0.4	0.2	20.962	C
C-AB	99	25	592	0.168	100	0.3	0.2	7.316	A
C-A	592	148			592				
A-B	5	1			5				
A-C	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		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 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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.36	11.86	0.6	B	142	213
B-A	0.31	44.30	0.4	E	30	45
C-AB	0.26	8.70	0.4	A	123	184
C-A					938	1407
A-B					15	22
A-C					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	573	0.204	116	0.0	0.3	7.854	A
B-A	25	6	221	0.112	24	0.0	0.1	18.262	C
C-AB	101	25	622	0.162	100	0.0	0.2	6.882	A
C-A	769	192			769				
A-B	12	3			12				
A-C	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	539	0.258	139	0.3	0.3	8.985	A
B-A	30	7	178	0.167	29	0.1	0.2	24.197	C
C-AB	120	30	597	0.202	120	0.2	0.3	7.550	A
C-A	919	230			919				
A-B	14	4			14				
A-C	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	477	0.358	170	0.3	0.5	11.706	B
B-A	36	9	118	0.309	35	0.2	0.4	43.387	E
C-AB	148	37	561	0.263	147	0.3	0.4	8.681	A
C-A	1125	281			1125				
A-B	18	4			18				
A-C	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	474	0.360	171	0.5	0.6	11.863	B
B-A	36	9	117	0.309	36	0.4	0.4	44.299	E
C-AB	148	37	561	0.263	148	0.4	0.4	8.698	A
C-A	1125	281			1125				
A-B	18	4			18				
A-C	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	537	0.259	140	0.6	0.4	9.087	A
B-A	30	7	178	0.167	31	0.4	0.2	24.573	C
C-AB	120	30	597	0.202	121	0.4	0.3	7.572	A
C-A	919	230			919				
A-B	14	4			14				
A-C	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	572	0.204	117	0.4	0.3	7.923	A
B-A	25	6	221	0.112	25	0.2	0.1	18.416	C
C-AB	101	25	622	0.162	101	0.3	0.2	6.908	A
C-A	769	192			769				
A-B	12	3			12				
A-C	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		1.91	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.30	10.07	0.4	B	128	193
B-A	0.19	38.52	0.2	E	18	28
C-AB	0.31	9.31	0.4	A	142	213
C-A					846	1269
A-B					11	17
A-C					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	595	0.177	105	0.0	0.2	7.327	A
B-A	15	4	216	0.070	15	0.0	0.1	17.901	C
C-AB	117	29	622	0.188	116	0.0	0.2	7.096	A
C-A	694	174			694				
A-B	9	2			9				
A-C	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	563	0.223	126	0.2	0.3	8.216	A
B-A	18	4	174	0.104	18	0.1	0.1	23.082	C
C-AB	139	35	595	0.234	139	0.2	0.3	7.891	A
C-A	829	207			829				
A-B	11	3			11				
A-C	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	513	0.301	154	0.3	0.4	9.995	A
B-A	22	6	116	0.191	22	0.1	0.2	38.144	E
C-AB	171	43	557	0.306	170	0.3	0.4	9.281	A
C-A	1015	254			1015				
A-B	13	3			13				
A-C	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	512	0.301	154	0.4	0.4	10.072	B
B-A	22	6	115	0.191	22	0.2	0.2	38.516	E
C-AB	171	43	557	0.306	171	0.4	0.4	9.306	A
C-A	1015	254			1015				
A-B	13	3			13				
A-C	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	562	0.224	126	0.4	0.3	8.270	A
B-A	18	4	174	0.104	18	0.2	0.1	23.263	C
C-AB	139	35	595	0.234	140	0.4	0.3	7.920	A
C-A	829	207			829				
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	594	0.177	106	0.3	0.2	7.371	A
B-A	15	4	215	0.070	15	0.1	0.1	17.998	C
C-AB	117	29	622	0.188	117	0.3	0.2	7.133	A
C-A	694	174			694				
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		0.79	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	6.24	0.1	A	38	56
B-A	0.02	13.59	0.0	B	4	6
C-AB	0.11	6.36	0.1	A	57	85
C-A					346	519
A-B					8	12
A-C					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	662	0.047	31	0.0	0.0	5.697	A
B-A	3	0.75	318	0.009	3	0.0	0.0	11.437	B
C-AB	47	12	675	0.069	46	0.0	0.1	5.726	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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	646	0.057	37	0.0	0.1	5.913	A
B-A	4	0.90	297	0.012	4	0.0	0.0	12.253	B
C-AB	56	14	658	0.085	56	0.1	0.1	5.977	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	622	0.073	45	0.1	0.1	6.236	A
B-A	4	1	269	0.016	4	0.0	0.0	13.588	B
C-AB	68	17	635	0.108	68	0.1	0.1	6.354	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	622	0.073	45	0.1	0.1	6.237	A
B-A	4	1	269	0.016	4	0.0	0.0	13.589	B
C-AB	68	17	635	0.108	68	0.1	0.1	6.356	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	645	0.057	37	0.1	0.1	5.917	A
B-A	4	0.90	297	0.012	4	0.0	0.0	12.257	B
C-AB	56	14	658	0.085	56	0.1	0.1	5.982	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	662	0.047	31	0.1	0.0	5.704	A
B-A	3	0.75	318	0.009	3	0.0	0.0	11.444	B
C-AB	47	12	675	0.069	47	0.1	0.1	5.734	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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		1.54	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	10.03	0.4	B	122	183
B-A	0.11	30.06	0.1	D	12	18
C-AB	0.22	8.68	0.3	A	99	149
C-A					732	1098
A-B					9	14
A-C					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	582	0.172	99	0.0	0.2	7.449	A
B-A	10	2	226	0.043	10	0.0	0.0	16.602	C
C-AB	81	20	604	0.135	81	0.0	0.2	6.880	A
C-A	601	150			601				
A-B	8	2			8				
A-C	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	551	0.217	119	0.2	0.3	8.338	A
B-A	12	3	188	0.062	12	0.0	0.1	20.437	C
C-AB	97	24	574	0.169	97	0.2	0.2	7.538	A
C-A	717	179			717				
A-B	9	2			9				
A-C	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	506	0.290	146	0.3	0.4	9.997	A
B-A	14	4	134	0.107	14	0.1	0.1	29.939	D
C-AB	119	30	534	0.223	119	0.2	0.3	8.665	A
C-A	879	220			879				
A-B	11	3			11				
A-C	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	505	0.290	146	0.4	0.4	10.035	B
B-A	14	4	134	0.107	14	0.1	0.1	30.055	D
C-AB	119	30	534	0.223	119	0.3	0.3	8.679	A
C-A	879	220			879				
A-B	11	3			11				
A-C	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	550	0.217	120	0.4	0.3	8.376	A
B-A	12	3	188	0.062	12	0.1	0.1	20.513	C
C-AB	97	24	574	0.169	97	0.3	0.2	7.557	A
C-A	717	179			717				
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	581	0.172	100	0.3	0.2	7.490	A
B-A	10	2	226	0.043	10	0.1	0.0	16.655	C
C-AB	81	20	604	0.135	82	0.2	0.2	6.898	A
C-A	601	150			601				
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		1.26	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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.26	9.49	0.4	A	113	169
B-A	0.04	24.51	0.0	C	6	8
C-AB	0.17	8.15	0.2	A	76	114
C-A					636	954
A-B					10	15
A-C					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	586	0.158	92	0.0	0.2	7.282	A
B-A	5	1	238	0.019	4	0.0	0.0	15.441	C
C-AB	62	16	603	0.104	62	0.0	0.1	6.648	A
C-A	522	130			522				
A-B	8	2			8				
A-C	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	556	0.199	110	0.2	0.2	8.071	A
B-A	5	1	202	0.027	5	0.0	0.0	18.272	C
C-AB	75	19	574	0.130	74	0.1	0.1	7.209	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	515	0.263	135	0.2	0.4	9.464	A
B-A	7	2	154	0.043	7	0.0	0.0	24.473	C
C-AB	91	23	533	0.171	91	0.1	0.2	8.142	A
C-A	763	191			763				
A-B	12	3			12				
A-C	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	515	0.263	135	0.4	0.4	9.487	A
B-A	7	2	153	0.043	7	0.0	0.0	24.507	C
C-AB	91	23	533	0.171	91	0.2	0.2	8.150	A
C-A	763	191			763				
A-B	12	3			12				
A-C	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	556	0.199	111	0.4	0.3	8.098	A
B-A	5	1	202	0.027	5	0.0	0.0	18.300	C
C-AB	75	19	574	0.130	75	0.2	0.2	7.218	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	585	0.158	93	0.3	0.2	7.314	A
B-A	5	1	237	0.019	5	0.0	0.0	15.464	C
C-AB	62	16	603	0.104	63	0.2	0.1	6.662	A
C-A	522	130			522				
A-B	8	2			8				
A-C	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		1.98	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.31	10.46	0.5	B	131	197
B-A	0.21	43.51	0.3	E	18	28
C-AB	0.32	9.59	0.5	A	146	219
C-A					877	1316
A-B					11	17
A-C					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	591	0.182	107	0.0	0.2	7.425	A
B-A	15	4	208	0.072	15	0.0	0.1	18.588	C
C-AB	120	30	617	0.194	119	0.0	0.2	7.206	A
C-A	720	180			720				
A-B	9	2			9				
A-C	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	558	0.231	128	0.2	0.3	8.377	A
B-A	18	4	165	0.109	18	0.1	0.1	24.462	C
C-AB	143	36	589	0.243	143	0.2	0.3	8.052	A
C-A	859	215			859				
A-B	11	3			11				
A-C	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	503	0.313	157	0.3	0.4	10.386	B
B-A	22	6	105	0.210	21	0.1	0.3	42.954	E
C-AB	175	44	551	0.318	174	0.3	0.5	9.557	A
C-A	1053	263			1053				
A-B	13	3			13				
A-C	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	501	0.314	157	0.4	0.5	10.464	B
B-A	22	6	105	0.210	22	0.3	0.3	43.507	E
C-AB	175	44	551	0.318	175	0.5	0.5	9.585	A
C-A	1053	263			1053				
A-B	13	3			13				
A-C	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	556	0.231	129	0.5	0.3	8.441	A
B-A	18	4	165	0.109	19	0.3	0.1	24.699	C
C-AB	143	36	589	0.243	143	0.5	0.3	8.083	A
C-A	859	215			859				
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	590	0.183	108	0.3	0.2	7.478	A
B-A	15	4	208	0.072	15	0.1	0.1	18.697	C
C-AB	120	30	617	0.194	120	0.3	0.2	7.241	A
C-A	720	180			720				
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		0.81	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	6.38	0.1	A	38	56
B-A	0.02	14.12	0.0	B	4	6
C-AB	0.12	6.57	0.1	A	61	92
C-A					346	519
A-B					8	12
A-C					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	654	0.047	31	0.0	0.0	5.775	A
B-A	3	0.75	311	0.010	3	0.0	0.0	11.689	B
C-AB	50	13	666	0.076	50	0.0	0.1	5.842	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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	635	0.058	37	0.0	0.1	6.014	A
B-A	4	0.90	289	0.012	4	0.0	0.0	12.600	B
C-AB	60	15	648	0.093	60	0.1	0.1	6.129	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	610	0.074	45	0.1	0.1	6.375	A
B-A	4	1	259	0.017	4	0.0	0.0	14.117	B
C-AB	74	18	622	0.119	74	0.1	0.1	6.565	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	610	0.074	45	0.1	0.1	6.376	A
B-A	4	1	259	0.017	4	0.0	0.0	14.118	B
C-AB	74	18	622	0.119	74	0.1	0.1	6.568	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	635	0.058	37	0.1	0.1	6.017	A
B-A	4	0.90	289	0.012	4	0.0	0.0	12.603	B
C-AB	60	15	648	0.093	60	0.1	0.1	6.131	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	654	0.047	31	0.1	0.0	5.782	A
B-A	3	0.75	311	0.010	3	0.0	0.0	11.696	B
C-AB	50	13	666	0.076	51	0.1	0.1	5.850	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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		1.59	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	10.36	0.4	B	125	187
B-A	0.12	33.12	0.1	D	12	18
C-AB	0.24	8.95	0.3	A	104	156
C-A					764	1147
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	102	26	577	0.177	102	0.0	0.2	7.554	A
B-A	10	2	219	0.045	10	0.0	0.0	17.208	C
C-AB	85	21	599	0.142	84	0.0	0.2	6.994	A
C-A	627	157			627				
A-B	8	2			8				
A-C	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	545	0.224	122	0.2	0.3	8.504	A
B-A	12	3	179	0.065	12	0.0	0.1	21.548	C
C-AB	102	25	568	0.179	101	0.2	0.2	7.708	A
C-A	749	187			749				
A-B	10	2			10				
A-C	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	497	0.301	149	0.3	0.4	10.320	B
B-A	14	4	123	0.116	14	0.1	0.1	32.961	D
C-AB	124	31	526	0.236	124	0.2	0.3	8.939	A
C-A	917	229			917				
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	150	37	497	0.301	150	0.4	0.4	10.365	B
B-A	14	4	123	0.116	14	0.1	0.1	33.122	D
C-AB	124	31	526	0.236	124	0.3	0.3	8.955	A
C-A	917	229			917				
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	122	31	544	0.225	123	0.4	0.3	8.550	A
B-A	12	3	178	0.065	12	0.1	0.1	21.643	C
C-AB	102	25	568	0.179	102	0.3	0.2	7.725	A
C-A	749	187			749				
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	577	0.178	103	0.3	0.2	7.600	A
B-A	10	2	218	0.045	10	0.1	0.0	17.269	C
C-AB	85	21	599	0.142	85	0.2	0.2	7.016	A
C-A	627	157			627				
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		1.31	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.27	9.86	0.4	A	113	169
B-A	0.05	26.32	0.1	D	6	10
C-AB	0.18	8.47	0.2	A	80	120
C-A					636	954
A-B					10	15
A-C					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	576	0.161	92	0.0	0.2	7.428	A
B-A	5	1	232	0.023	5	0.0	0.0	15.880	C
C-AB	65	16	595	0.110	65	0.0	0.1	6.792	A
C-A	522	130			522				
A-B	8	2			8				
A-C	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	545	0.203	110	0.2	0.3	8.286	A
B-A	6	2	195	0.032	6	0.0	0.0	19.049	C
C-AB	78	20	564	0.139	78	0.1	0.2	7.413	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	501	0.270	135	0.3	0.4	9.830	A
B-A	8	2	145	0.053	8	0.0	0.1	26.269	D
C-AB	96	24	521	0.184	96	0.2	0.2	8.462	A
C-A	763	191			763				
A-B	12	3			12				
A-C	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	501	0.271	135	0.4	0.4	9.857	A
B-A	8	2	144	0.053	8	0.1	0.1	26.318	D
C-AB	96	24	521	0.184	96	0.2	0.2	8.472	A
C-A	763	191			763				
A-B	12	3			12				
A-C	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	544	0.203	111	0.4	0.3	8.315	A
B-A	6	2	195	0.032	6	0.1	0.0	19.083	C
C-AB	78	20	564	0.139	78	0.2	0.2	7.426	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	576	0.161	93	0.3	0.2	7.463	A
B-A	5	1	232	0.023	5	0.0	0.0	15.916	C
C-AB	65	16	595	0.110	66	0.2	0.1	6.809	A
C-A	522	130			522				
A-B	8	2			8				
A-C	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		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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.36	12.07	0.5	B	138	206
B-A	0.30	68.58	0.4	F	18	28
C-AB	0.36	10.57	0.6	B	159	238
C-A					962	1442
A-B					12	18
A-C					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	578	0.195	112	0.0	0.2	7.715	A
B-A	15	4	187	0.080	15	0.0	0.1	20.841	C
C-AB	130	33	604	0.216	129	0.0	0.3	7.565	A
C-A	789	197			789				
A-B	10	2			10				
A-C	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	540	0.250	134	0.2	0.3	8.864	A
B-A	18	4	140	0.129	18	0.1	0.1	29.428	D
C-AB	156	39	573	0.271	155	0.3	0.4	8.600	A
C-A	942	236			942				
A-B	12	3			12				
A-C	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	467	0.354	164	0.3	0.5	11.855	B
B-A	22	6	74	0.296	21	0.1	0.4	66.337	F
C-AB	190	48	531	0.359	190	0.4	0.5	10.525	B
C-A	1154	288			1154				
A-B	14	4			14				
A-C	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	463	0.356	165	0.5	0.5	12.070	B
B-A	22	6	74	0.297	22	0.4	0.4	68.582	F
C-AB	190	48	531	0.359	190	0.5	0.6	10.568	B
C-A	1154	288			1154				
A-B	14	4			14				
A-C	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	538	0.251	136	0.5	0.3	8.978	A
B-A	18	4	140	0.129	19	0.4	0.2	30.002	D
C-AB	156	39	573	0.271	156	0.6	0.4	8.646	A
C-A	942	236			942				
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	577	0.196	113	0.3	0.2	7.776	A
B-A	15	4	187	0.081	15	0.2	0.1	21.008	C
C-AB	130	33	604	0.216	131	0.4	0.3	7.613	A
C-A	789	197			789				
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		0.88	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
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	0.08	6.82	0.1	A	38	56
B-A	0.02	15.69	0.0	C	5	7
C-AB	0.15	7.19	0.2	A	72	109
C-A					346	519
A-B					8	12
A-C					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	627	0.049	31	0.0	0.1	6.031	A
B-A	4	0.94	295	0.013	4	0.0	0.0	12.351	B
C-AB	59	15	643	0.093	59	0.0	0.1	6.162	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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	604	0.061	37	0.1	0.1	6.342	A
B-A	4	1	270	0.017	4	0.0	0.0	13.563	B
C-AB	71	18	620	0.115	71	0.1	0.1	6.557	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	573	0.079	45	0.1	0.1	6.824	A
B-A	6	1	235	0.023	5	0.0	0.0	15.683	C
C-AB	87	22	588	0.148	87	0.1	0.2	7.184	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	573	0.079	45	0.1	0.1	6.825	A
B-A	6	1	235	0.023	6	0.0	0.0	15.688	C
C-AB	87	22	588	0.148	87	0.2	0.2	7.187	A
C-A	415	104			415				
A-B	10	2			10				
A-C	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	604	0.061	37	0.1	0.1	6.345	A
B-A	4	1	270	0.017	5	0.0	0.0	13.569	B
C-AB	71	18	620	0.115	71	0.2	0.1	6.563	A
C-A	339	85			339				
A-B	8	2			8				
A-C	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	627	0.049	31	0.1	0.1	6.037	A
B-A	4	0.94	295	0.013	4	0.0	0.0	12.358	B
C-AB	59	15	643	0.093	60	0.1	0.1	6.174	A
C-A	284	71			284				
A-B	7	2			7				
A-C	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		1.75	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	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	0.33	11.39	0.5	B	131	197
B-A	0.15	45.10	0.2	E	12	18
C-AB	0.27	9.77	0.4	A	116	173
C-A					848	1272
A-B					11	17
A-C					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	565	0.191	107	0.0	0.2	7.847	A
B-A	10	2	199	0.049	10	0.0	0.1	19.016	C
C-AB	95	24	586	0.162	94	0.0	0.2	7.316	A
C-A	696	174			696				
A-B	9	2			9				
A-C	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	529	0.243	128	0.2	0.3	8.971	A
B-A	12	3	155	0.075	12	0.1	0.1	25.112	D
C-AB	113	28	553	0.205	113	0.2	0.3	8.181	A
C-A	831	208			831				
A-B	11	3			11				
A-C	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	474	0.332	157	0.3	0.5	11.310	B
B-A	14	4	94	0.152	14	0.1	0.2	44.661	E
C-AB	139	35	507	0.273	138	0.3	0.4	9.740	A
C-A	1017	254			1017				
A-B	13	3			13				
A-C	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	473	0.333	157	0.5	0.5	11.387	B
B-A	14	4	94	0.152	14	0.2	0.2	45.097	E
C-AB	139	35	507	0.273	139	0.4	0.4	9.765	A
C-A	1017	254			1017				
A-B	13	3			13				
A-C	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	528	0.243	129	0.5	0.3	9.034	A
B-A	12	3	155	0.076	12	0.2	0.1	25.299	D
C-AB	113	28	553	0.205	114	0.4	0.3	8.210	A
C-A	831	208			831				
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	564	0.191	108	0.3	0.2	7.900	A
B-A	10	2	198	0.049	10	0.1	0.1	19.103	C
C-AB	95	24	586	0.162	95	0.3	0.2	7.347	A
C-A	696	174			696				
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		1.44	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
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)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	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

		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	0.29	10.84	0.4	B	113	169
B-A	0.06	32.31	0.1	D	6	10
C-AB	0.22	9.51	0.3	A	91	136
C-A					636	954
A-B					10	15
A-C					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	554	0.167	92	0.0	0.2	7.780	A
B-A	5	1	214	0.025	5	0.0	0.0	17.200	C
C-AB	75	19	572	0.130	74	0.0	0.1	7.216	A
C-A	522	130			522				
A-B	8	2			8				
A-C	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	518	0.213	110	0.2	0.3	8.820	A
B-A	6	2	174	0.036	6	0.0	0.0	21.397	C
C-AB	89	22	537	0.166	89	0.1	0.2	8.035	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	468	0.290	135	0.3	0.4	10.803	B
B-A	8	2	119	0.065	8	0.0	0.1	32.217	D
C-AB	109	27	488	0.224	109	0.2	0.3	9.489	A
C-A	763	191			763				
A-B	12	3			12				
A-C	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	467	0.290	135	0.4	0.4	10.843	B
B-A	8	2	119	0.065	8	0.1	0.1	32.314	D
C-AB	109	27	488	0.224	109	0.3	0.3	9.506	A
C-A	763	191			763				
A-B	12	3			12				
A-C	914	228			914				

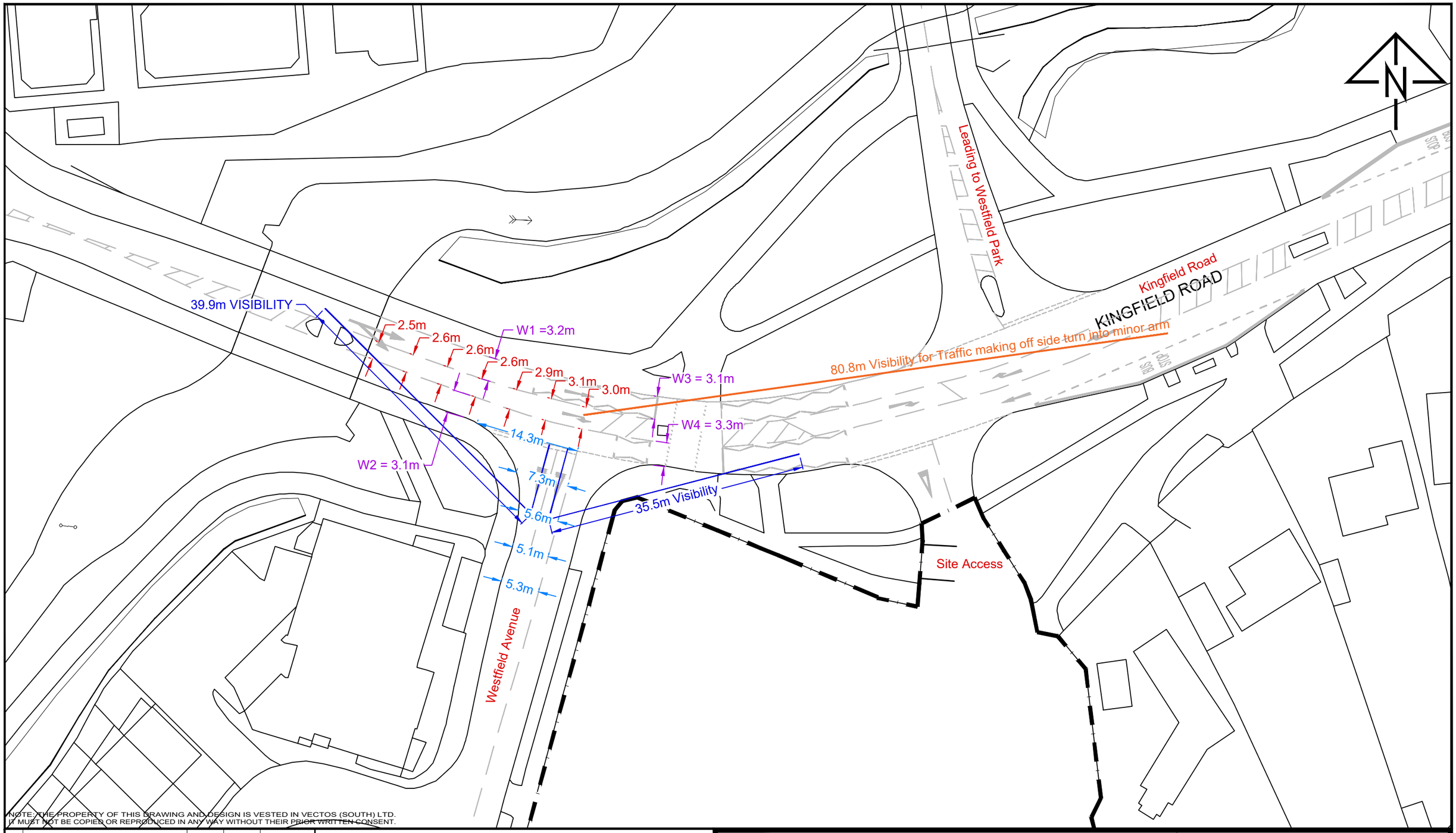
17:30 - 17:45

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	518	0.214	111	0.4	0.3	8.861	A
B-A	6	2	174	0.036	6	0.1	0.0	21.453	C
C-AB	89	22	537	0.166	89	0.3	0.2	8.055	A
C-A	623	156			623				
A-B	10	2			10				
A-C	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	554	0.167	93	0.3	0.2	7.819	A
B-A	5	1	214	0.025	5	0.0	0.0	17.240	C
C-AB	75	19	572	0.130	75	0.2	0.2	7.243	A
C-A	522	130			522				
A-B	8	2			8				
A-C	625	156			625				

APPENDIX D



REV.	DETAILS	DRAWN	CHECKED	DATE
A	WIDTH OF CARRIAGEWAY MEASUREMENTS RE POSITIONED AS PER HA REQUEST	SCJ	DS	12/03/20

STATUS:
INFORMATION ONLY

PROJECT:
Egley Road, Woking

CLIENT:
Gold Developments

DRAWING TITLE:
PICADY Assessment -
Kingfield Road &
Westfield Avenue Junctions

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

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	IS	18/04/19	1:500 @ A3	183923-PIC-03	A

APPENDIX E

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Westfield Avenue_Kingfield Road Junction 200210 Flat Profile.j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:33:12

»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	15.34	0.55	C	D2	0.5	9.72	0.32	A	D3	0.5	9.28	0.32	A	D4	0.1	5.89	0.11	A	D5
Stream B-A		0.4	32.42	0.29	D		0.3	27.03	0.21	D		0.2	22.61	0.17	C		0.0	10.49	0.03	B	
Stream C-AB		0.6	11.52	0.38	B		0.7	12.10	0.42	B		0.7	11.55	0.42	B		0.2	6.85	0.14	A	
Stream B-C	D9	1.6	18.37	0.61	C	D10	0.5	10.51	0.35	B	D11	0.5	9.94	0.35	A	D12	0.1	5.98	0.12	A	D13
Stream B-A		0.5	40.94	0.36	E		0.3	32.01	0.25	D		0.2	25.65	0.19	D		0.0	10.70	0.03	B	
Stream C-AB		0.7	12.37	0.41	B		0.9	13.12	0.46	B		0.8	12.44	0.46	B		0.2	6.97	0.15	A	
Stream B-C	D17	19.4	197.10	1.02	F	D18	0.5	10.26	0.33	B											
Stream B-A		7.8	270.05	0.96	F		0.4	31.70	0.28	D											
Stream C-AB		0.5	11.20	0.34	B		1.0	14.00	0.50	B											
Stream B-C																					
Stream B-A																					
Stream C-AB																					
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	Goldev Woking Ltd
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	07:45	08:45	60	15	✓		
D2	2019	Weekday PM	FLAT	16:45	17:45	60	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	07:45	08:45	60	15	✓	Simple	D1*1.0619
D10	2024	Weekday PM	FLAT	16:45	17:45	60	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	07:45	08:45	60	15	✓		
D18	2024 + Dev	Weekday PM	FLAT	16:45	17:45	60	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		4.16	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)	6.35		✓	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	0.081	0.205	0.129	0.292
B-C	758	0.114	0.289	-	-
C-B	682	0.260	0.260	-	-

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	07:45	08:45	60	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.55	15.34	1.2	C	290	290
B-A	0.29	32.42	0.4	D	46	46
C-AB	0.38	11.52	0.6	B	191	191
C-A					743	743
A-B					28	28
A-C					634	634

Main Results for each time segment

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	527	0.551	285	0.0	1.2	14.647	B
B-A	46	12	158	0.291	44	0.0	0.4	31.289	D
C-AB	191	48	503	0.379	188	0.0	0.6	11.348	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	525	0.553	290	1.2	1.2	15.317	C
B-A	46	12	157	0.293	46	0.4	0.4	32.378	D
C-AB	191	48	503	0.379	191	0.6	0.6	11.515	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	525	0.553	290	1.2	1.2	15.333	C
B-A	46	12	157	0.293	46	0.4	0.4	32.410	D
C-AB	191	48	503	0.379	191	0.6	0.6	11.517	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	525	0.553	290	1.2	1.2	15.340	C
B-A	46	12	157	0.293	46	0.4	0.4	32.420	D
C-AB	191	48	503	0.379	191	0.6	0.6	11.517	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		2.90	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 period length (min)	Time segment length (min)	Run automatically
D2	2019	Weekday PM	FLAT	16:45	17:45	60	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	0.32	9.72	0.5	A	172	172
B-A	0.21	27.03	0.3	D	35	35
C-AB	0.42	12.10	0.7	B	218	218
C-A					721	721
A-B					59	59
A-C					591	591

Main Results for each time segment

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	544	0.316	170	0.0	0.5	9.591	A
B-A	35	9	169	0.207	34	0.0	0.3	26.498	D
C-AB	218	54	515	0.423	215	0.0	0.7	11.883	B
C-A	721	180			721				
A-B	59	15			59				
A-C	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	542	0.317	172	0.5	0.5	9.718	A
B-A	35	9	168	0.208	35	0.3	0.3	27.010	D
C-AB	218	54	515	0.423	218	0.7	0.7	12.103	B
C-A	721	180			721				
A-B	59	15			59				
A-C	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	542	0.317	172	0.5	0.5	9.719	A
B-A	35	9	168	0.208	35	0.3	0.3	27.022	D
C-AB	218	54	515	0.423	218	0.7	0.7	12.105	B
C-A	721	180			721				
A-B	59	15			59				
A-C	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	542	0.317	172	0.5	0.5	9.719	A
B-A	35	9	168	0.208	35	0.3	0.3	27.026	D
C-AB	218	54	515	0.423	218	0.7	0.7	12.105	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		3.07	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.32	9.28	0.5	A	155	233
B-A	0.17	22.61	0.2	C	27	40
C-AB	0.42	11.55	0.7	B	189	283
C-A					536	804
A-B					28	43
A-C					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	636	0.200	126	0.0	0.2	7.045	A
B-A	22	5	275	0.079	21	0.0	0.1	14.202	B
C-AB	154	39	582	0.265	153	0.0	0.4	8.369	A
C-A	440	110			440				
A-B	23	6			23				
A-C	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	611	0.249	152	0.2	0.3	7.830	A
B-A	26	7	240	0.109	26	0.1	0.1	16.836	C
C-AB	185	46	563	0.328	184	0.4	0.5	9.491	A
C-A	526	131			526				
A-B	28	7			28				
A-C	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	574	0.324	185	0.3	0.5	9.246	A
B-A	32	8	191	0.167	32	0.1	0.2	22.496	C
C-AB	227	57	539	0.422	226	0.5	0.7	11.478	B
C-A	643	161			643				
A-B	34	9			34				
A-C	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	574	0.324	186	0.5	0.5	9.283	A
B-A	32	8	191	0.167	32	0.2	0.2	22.608	C
C-AB	227	57	539	0.422	227	0.7	0.7	11.546	B
C-A	643	161			643				
A-B	34	9			34				
A-C	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	610	0.249	152	0.5	0.3	7.869	A
B-A	26	7	239	0.109	26	0.2	0.1	16.928	C
C-AB	185	46	563	0.328	185	0.7	0.5	9.562	A
C-A	526	131			526				
A-B	28	7			28				
A-C	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	636	0.200	128	0.3	0.3	7.087	A
B-A	22	5	274	0.080	22	0.1	0.1	14.282	B
C-AB	154	39	582	0.265	155	0.5	0.4	8.444	A
C-A	440	110			440				
A-B	23	6			23				
A-C	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		1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	5.89	0.1	A	62	94
B-A	0.03	10.49	0.0	B	9	14
C-AB	0.14	6.85	0.2	A	72	109
C-A					143	215
A-B					8	12
A-C					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	710	0.072	51	0.0	0.1	5.461	A
B-A	8	2	385	0.020	7	0.0	0.0	9.542	A
C-AB	59	15	632	0.094	59	0.0	0.1	6.275	A
C-A	117	29			117				
A-B	7	2			7				
A-C	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	700	0.087	61	0.1	0.1	5.636	A
B-A	9	2	372	0.024	9	0.0	0.0	9.920	A
C-AB	71	18	624	0.114	71	0.1	0.1	6.507	A
C-A	140	35			140				
A-B	8	2			8				
A-C	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	686	0.109	75	0.1	0.1	5.888	A
B-A	11	3	354	0.031	11	0.0	0.0	10.486	B
C-AB	87	22	613	0.142	87	0.1	0.2	6.843	A
C-A	172	43			172				
A-B	10	2			10				
A-C	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	686	0.109	75	0.1	0.1	5.888	A
B-A	11	3	354	0.031	11	0.0	0.0	10.487	B
C-AB	87	22	613	0.142	87	0.2	0.2	6.846	A
C-A	172	43			172				
A-B	10	2			10				
A-C	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	700	0.087	61	0.1	0.1	5.640	A
B-A	9	2	372	0.024	9	0.0	0.0	9.924	A
C-AB	71	18	624	0.114	71	0.2	0.1	6.513	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	710	0.072	51	0.1	0.1	5.468	A
B-A	8	2	385	0.020	8	0.0	0.0	9.550	A
C-AB	59	15	632	0.094	60	0.1	0.1	6.287	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		1.93	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 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	8.08	0.3	A	101	151
B-A	0.12	19.39	0.1	C	21	32
C-AB	0.29	9.62	0.4	A	127	190
C-A					512	768
A-B					28	43
A-C					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	628	0.132	82	0.0	0.2	6.591	A
B-A	17	4	289	0.060	17	0.0	0.1	13.220	B
C-AB	104	26	575	0.181	103	0.0	0.2	7.612	A
C-A	420	105			420				
A-B	23	6			23				
A-C	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	603	0.164	99	0.2	0.2	7.141	A
B-A	21	5	256	0.081	21	0.1	0.1	15.265	C
C-AB	124	31	554	0.224	124	0.2	0.3	8.355	A
C-A	502	125			502				
A-B	28	7			28				
A-C	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	567	0.214	121	0.2	0.3	8.062	A
B-A	25	6	211	0.120	25	0.1	0.1	19.339	C
C-AB	152	38	526	0.289	152	0.3	0.4	9.600	A
C-A	614	154			614				
A-B	34	9			34				
A-C	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	567	0.214	121	0.3	0.3	8.076	A
B-A	25	6	211	0.120	25	0.1	0.1	19.386	C
C-AB	152	38	526	0.289	152	0.4	0.4	9.622	A
C-A	614	154			614				
A-B	34	9			34				
A-C	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	602	0.164	99	0.3	0.2	7.161	A
B-A	21	5	256	0.081	21	0.1	0.1	15.307	C
C-AB	124	31	554	0.224	125	0.4	0.3	8.384	A
C-A	502	125			502				
A-B	28	7			28				
A-C	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	627	0.132	83	0.2	0.2	6.616	A
B-A	17	4	289	0.060	17	0.1	0.1	13.262	B
C-AB	104	26	575	0.181	104	0.3	0.2	7.651	A
C-A	420	105			420				
A-B	23	6			23				
A-C	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		2.26	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.27	8.49	0.4	A	130	195
B-A	0.11	16.96	0.1	C	23	34
C-AB	0.26	9.06	0.3	A	116	173
C-A					384	577
A-B					20	30
A-C					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	638	0.168	106	0.0	0.2	6.759	A
B-A	19	5	308	0.061	19	0.0	0.1	12.442	B
C-AB	95	24	582	0.163	94	0.0	0.2	7.356	A
C-A	315	79			315				
A-B	17	4			17				
A-C	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	614	0.208	127	0.2	0.3	7.392	A
B-A	22	6	279	0.081	22	0.1	0.1	14.014	B
C-AB	113	28	563	0.201	113	0.2	0.2	8.003	A
C-A	377	94			377				
A-B	20	5			20				
A-C	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	581	0.269	156	0.3	0.4	8.466	A
B-A	28	7	240	0.115	27	0.1	0.1	16.916	C
C-AB	139	35	536	0.259	138	0.2	0.3	9.043	A
C-A	461	115			461				
A-B	24	6			24				
A-C	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	581	0.269	156	0.4	0.4	8.486	A
B-A	28	7	240	0.115	28	0.1	0.1	16.961	C
C-AB	139	35	536	0.259	139	0.3	0.3	9.061	A
C-A	461	115			461				
A-B	24	6			24				
A-C	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	614	0.208	128	0.4	0.3	7.415	A
B-A	22	6	279	0.081	23	0.1	0.1	14.048	B
C-AB	113	28	563	0.201	114	0.3	0.3	8.026	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	638	0.168	107	0.3	0.2	6.791	A
B-A	19	5	307	0.061	19	0.1	0.1	12.480	B
C-AB	95	24	582	0.163	95	0.3	0.2	7.397	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		2.84	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.28	9.05	0.4	A	131	197
B-A	0.16	26.39	0.2	D	22	33
C-AB	0.45	12.62	0.8	B	196	293
C-A					603	904
A-B					37	55
A-C					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	624	0.172	107	0.0	0.2	6.945	A
B-A	18	5	255	0.071	18	0.0	0.1	15.152	C
C-AB	160	40	568	0.281	158	0.0	0.4	8.752	A
C-A	495	124			495				
A-B	30	8			30				
A-C	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	596	0.216	128	0.2	0.3	7.686	A
B-A	22	5	216	0.100	21	0.1	0.1	18.458	C
C-AB	191	48	547	0.349	190	0.4	0.5	10.086	B
C-A	591	148			591				
A-B	36	9			36				
A-C	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	555	0.283	157	0.3	0.4	9.023	A
B-A	26	7	163	0.162	26	0.1	0.2	26.222	D
C-AB	236	59	521	0.453	235	0.5	0.8	12.527	B
C-A	722	180			722				
A-B	44	11			44				
A-C	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	555	0.284	157	0.4	0.4	9.055	A
B-A	26	7	163	0.162	26	0.2	0.2	26.388	D
C-AB	236	59	521	0.453	236	0.8	0.8	12.623	B
C-A	722	180			722				
A-B	44	11			44				
A-C	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	596	0.216	129	0.4	0.3	7.720	A
B-A	22	5	216	0.100	22	0.2	0.1	18.576	C
C-AB	191	48	547	0.349	192	0.8	0.5	10.184	B
C-A	591	148			591				
A-B	36	9			36				
A-C	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	624	0.173	108	0.3	0.2	6.985	A
B-A	18	5	255	0.071	18	0.1	0.1	15.237	C
C-AB	160	40	568	0.281	160	0.5	0.4	8.842	A
C-A	495	124			495				
A-B	30	8			30				
A-C	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		3.20	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.45	12.43	0.8	B	194	290
B-A	0.21	22.83	0.3	C	34	51
C-AB	0.29	10.36	0.4	B	118	178
C-A					413	619
A-B					40	61
A-C					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	600	0.265	157	0.0	0.4	8.102	A
B-A	28	7	281	0.099	27	0.0	0.1	14.194	B
C-AB	97	24	550	0.177	96	0.0	0.2	7.918	A
C-A	339	85			339				
A-B	33	8			33				
A-C	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	568	0.334	189	0.4	0.5	9.480	A
B-A	33	8	246	0.135	33	0.1	0.2	16.854	C
C-AB	116	29	525	0.221	116	0.2	0.3	8.797	A
C-A	405	101			405				
A-B	40	10			40				
A-C	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	522	0.445	231	0.5	0.8	12.318	B
B-A	41	10	199	0.205	40	0.2	0.3	22.699	C
C-AB	142	36	490	0.290	142	0.3	0.4	10.329	B
C-A	495	124			495				
A-B	48	12			48				
A-C	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	522	0.445	232	0.8	0.8	12.429	B
B-A	41	10	198	0.205	41	0.3	0.3	22.833	C
C-AB	142	36	490	0.290	142	0.4	0.4	10.357	B
C-A	495	124			495				
A-B	48	12			48				
A-C	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	568	0.334	191	0.8	0.5	9.578	A
B-A	33	8	246	0.135	34	0.3	0.2	16.955	C
C-AB	116	29	525	0.221	116	0.4	0.3	8.830	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	600	0.265	159	0.5	0.4	8.187	A
B-A	28	7	280	0.099	28	0.2	0.1	14.275	B
C-AB	97	24	550	0.177	97	0.3	0.2	7.956	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		4.90	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024	Weekday AM	FLAT	07:45	08:45	60	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	0.61	18.37	1.6	C	308	308
B-A	0.36	40.94	0.5	E	49	49
C-AB	0.41	12.37	0.7	B	203	203
C-A					788	788
A-B					30	30
A-C					673	673

Main Results for each time segment

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	507	0.608	302	0.0	1.5	17.123	C
B-A	49	12	138	0.353	47	0.0	0.5	38.599	E
C-AB	203	51	494	0.411	201	0.0	0.7	12.149	B
C-A	788	197			788				
A-B	30	7			30				
A-C	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	504	0.611	308	1.5	1.5	18.310	C
B-A	49	12	137	0.357	49	0.5	0.5	40.816	E
C-AB	203	51	494	0.411	203	0.7	0.7	12.369	B
C-A	788	197			788				
A-B	30	7			30				
A-C	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	504	0.611	308	1.5	1.5	18.357	C
B-A	49	12	137	0.357	49	0.5	0.5	40.906	E
C-AB	203	51	494	0.411	203	0.7	0.7	12.372	B
C-A	788	197			788				
A-B	30	7			30				
A-C	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	504	0.611	308	1.5	1.6	18.371	C
B-A	49	12	137	0.357	49	0.5	0.5	40.936	E
C-AB	203	51	494	0.411	203	0.7	0.7	12.372	B
C-A	788	197			788				
A-B	30	7			30				
A-C	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		3.21	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024	Weekday PM	FLAT	16:45	17:45	60	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.35	10.51	0.5	B	183	183
B-A	0.25	32.01	0.3	D	37	37
C-AB	0.46	13.12	0.9	B	233	233
C-A					766	766
A-B					63	63
A-C					629	629

Main Results for each time segment

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	527	0.347	181	0.0	0.5	10.332	B
B-A	37	9	151	0.247	36	0.0	0.3	31.114	D
C-AB	233	58	507	0.459	230	0.0	0.8	12.823	B
C-A	766	191			766				
A-B	63	16			63				
A-C	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	525	0.348	183	0.5	0.5	10.509	B
B-A	37	9	150	0.249	37	0.3	0.3	31.981	D
C-AB	233	58	507	0.459	233	0.8	0.8	13.120	B
C-A	766	191			766				
A-B	63	16			63				
A-C	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	525	0.348	183	0.5	0.5	10.513	B
B-A	37	9	150	0.249	37	0.3	0.3	32.002	D
C-AB	233	58	507	0.459	233	0.8	0.9	13.123	B
C-A	766	191			766				
A-B	63	16			63				
A-C	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	525	0.348	183	0.5	0.5	10.514	B
B-A	37	9	150	0.249	37	0.3	0.3	32.008	D
C-AB	233	58	507	0.459	233	0.9	0.9	13.124	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		3.33	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	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	9.94	0.5	A	165	247
B-A	0.19	25.65	0.2	D	28	42
C-AB	0.46	12.44	0.8	B	201	302
C-A					570	855
A-B					30	45
A-C					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	628	0.215	134	0.0	0.3	7.270	A
B-A	23	6	263	0.088	23	0.0	0.1	14.950	B
C-AB	164	41	575	0.285	163	0.0	0.4	8.688	A
C-A	468	117			468				
A-B	25	6			25				
A-C	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	601	0.269	161	0.3	0.4	8.180	A
B-A	28	7	226	0.123	28	0.1	0.1	18.128	C
C-AB	196	49	556	0.353	196	0.4	0.5	9.988	A
C-A	559	140			559				
A-B	30	7			30				
A-C	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	560	0.353	197	0.4	0.5	9.891	A
B-A	34	8	175	0.195	34	0.1	0.2	25.465	D
C-AB	243	61	532	0.456	242	0.5	0.8	12.345	B
C-A	682	171			682				
A-B	36	9			36				
A-C	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	560	0.353	198	0.5	0.5	9.941	A
B-A	34	8	174	0.195	34	0.2	0.2	25.647	D
C-AB	243	61	532	0.456	243	0.8	0.8	12.439	B
C-A	682	171			682				
A-B	36	9			36				
A-C	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	600	0.269	162	0.5	0.4	8.232	A
B-A	28	7	226	0.123	28	0.2	0.1	18.264	C
C-AB	196	49	556	0.353	198	0.8	0.6	10.083	B
C-A	559	140			559				
A-B	30	7			30				
A-C	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	628	0.216	136	0.4	0.3	7.326	A
B-A	23	6	263	0.088	23	0.1	0.1	15.051	C
C-AB	164	41	575	0.285	165	0.6	0.4	8.779	A
C-A	468	117			468				
A-B	25	6			25				
A-C	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		2.01	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	5.98	0.1	A	66	100
B-A	0.03	10.70	0.0	B	10	15
C-AB	0.15	6.97	0.2	A	77	116
C-A					152	228
A-B					9	13
A-C					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	707	0.077	54	0.0	0.1	5.516	A
B-A	8	2	380	0.021	8	0.0	0.0	9.661	A
C-AB	63	16	630	0.100	63	0.0	0.1	6.351	A
C-A	125	31			125				
A-B	7	2			7				
A-C	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	696	0.093	65	0.1	0.1	5.705	A
B-A	10	2	367	0.026	10	0.0	0.0	10.074	B
C-AB	76	19	621	0.122	75	0.1	0.1	6.597	A
C-A	149	37			149				
A-B	9	2			9				
A-C	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	681	0.117	80	0.1	0.1	5.979	A
B-A	12	3	348	0.034	12	0.0	0.0	10.698	B
C-AB	93	23	609	0.152	92	0.1	0.2	6.969	A
C-A	183	46			183				
A-B	11	3			11				
A-C	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	681	0.117	80	0.1	0.1	5.981	A
B-A	12	3	348	0.034	12	0.0	0.0	10.699	B
C-AB	93	23	609	0.152	93	0.2	0.2	6.972	A
C-A	183	46			183				
A-B	11	3			11				
A-C	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	696	0.093	65	0.1	0.1	5.710	A
B-A	10	2	367	0.026	10	0.0	0.0	10.077	B
C-AB	76	19	621	0.122	76	0.2	0.1	6.604	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	706	0.077	55	0.1	0.1	5.525	A
B-A	8	2	380	0.021	8	0.0	0.0	9.669	A
C-AB	63	16	630	0.100	63	0.1	0.1	6.360	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		2.06	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	8.49	0.3	A	108	162
B-A	0.14	21.51	0.2	C	23	34
C-AB	0.31	10.18	0.5	B	135	203
C-A					546	820
A-B					30	46
A-C					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	619	0.143	88	0.0	0.2	6.763	A
B-A	18	5	278	0.067	18	0.0	0.1	13.854	B
C-AB	111	28	568	0.195	110	0.0	0.2	7.844	A
C-A	448	112			448				
A-B	25	6			25				
A-C	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	592	0.178	105	0.2	0.2	7.390	A
B-A	22	6	243	0.091	22	0.1	0.1	16.295	C
C-AB	132	33	546	0.243	132	0.2	0.3	8.694	A
C-A	535	134			535				
A-B	30	7			30				
A-C	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	553	0.234	129	0.2	0.3	8.473	A
B-A	27	7	194	0.139	27	0.1	0.2	21.437	C
C-AB	162	41	516	0.315	162	0.3	0.5	10.166	B
C-A	656	164			656				
A-B	36	9			36				
A-C	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	553	0.234	129	0.3	0.3	8.492	A
B-A	27	7	194	0.139	27	0.2	0.2	21.510	C
C-AB	162	41	516	0.315	162	0.5	0.5	10.181	B
C-A	656	164			656				
A-B	36	9			36				
A-C	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	592	0.178	106	0.3	0.2	7.413	A
B-A	22	6	243	0.091	22	0.2	0.1	16.356	C
C-AB	132	33	546	0.243	133	0.5	0.3	8.728	A
C-A	535	134			535				
A-B	30	7			30				
A-C	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	619	0.143	89	0.2	0.2	6.791	A
B-A	18	5	278	0.067	19	0.1	0.1	13.905	B
C-AB	111	28	568	0.195	111	0.3	0.2	7.889	A
C-A	448	112			448				
A-B	25	6			25				
A-C	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		2.39	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	8.98	0.4	A	139	209
B-A	0.13	18.37	0.1	C	24	37
C-AB	0.28	9.52	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	630	0.181	113	0.0	0.2	6.957	A
B-A	20	5	298	0.067	20	0.0	0.1	12.934	B
C-AB	101	25	575	0.176	100	0.0	0.2	7.567	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	604	0.225	136	0.2	0.3	7.682	A
B-A	24	6	267	0.090	24	0.1	0.1	14.776	B
C-AB	121	30	555	0.218	121	0.2	0.3	8.289	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	568	0.294	166	0.3	0.4	8.951	A
B-A	29	7	225	0.130	29	0.1	0.1	18.330	C
C-AB	148	37	526	0.281	148	0.3	0.4	9.496	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	568	0.294	167	0.4	0.4	8.977	A
B-A	29	7	225	0.130	29	0.1	0.1	18.375	C
C-AB	148	37	526	0.281	148	0.4	0.4	9.518	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	604	0.226	137	0.4	0.3	7.713	A
B-A	24	6	267	0.090	24	0.1	0.1	14.819	B
C-AB	121	30	555	0.218	121	0.4	0.3	8.317	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	629	0.181	114	0.3	0.2	6.992	A
B-A	20	5	298	0.067	20	0.1	0.1	12.979	B
C-AB	101	25	575	0.176	102	0.3	0.2	7.605	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		3.14	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	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	9.72	0.5	A	140	210
B-A	0.20	31.30	0.2	D	24	35
C-AB	0.49	13.82	1.0	B	210	315
C-A					642	963
A-B					39	59
A-C					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	615	0.187	114	0.0	0.2	7.173	A
B-A	19	5	242	0.080	19	0.0	0.1	16.132	C
C-AB	170	43	560	0.304	169	0.0	0.4	9.150	A
C-A	529	132			529				
A-B	32	8			32				
A-C	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	585	0.235	137	0.2	0.3	8.035	A
B-A	23	6	200	0.115	23	0.1	0.1	20.258	C
C-AB	204	51	538	0.379	203	0.4	0.6	10.725	B
C-A	631	158			631				
A-B	38	10			38				
A-C	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	539	0.312	167	0.3	0.4	9.691	A
B-A	28	7	143	0.197	28	0.1	0.2	30.992	D
C-AB	255	64	515	0.494	253	0.6	1.0	13.671	B
C-A	768	192			768				
A-B	47	12			47				
A-C	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	538	0.312	168	0.4	0.5	9.724	A
B-A	28	7	143	0.197	28	0.2	0.2	31.301	D
C-AB	255	64	515	0.494	255	1.0	1.0	13.816	B
C-A	768	192			768				
A-B	47	12			47				
A-C	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	584	0.235	138	0.5	0.3	8.084	A
B-A	23	6	200	0.115	23	0.2	0.1	20.447	C
C-AB	204	51	538	0.379	206	1.0	0.6	10.865	B
C-A	631	158			631				
A-B	38	10			38				
A-C	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	614	0.187	115	0.3	0.2	7.218	A
B-A	19	5	241	0.080	19	0.1	0.1	16.246	C
C-AB	170	43	561	0.304	171	0.6	0.4	9.266	A
C-A	529	132			529				
A-B	32	8			32				
A-C	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		3.57	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.49	14.06	1.0	B	207	310
B-A	0.24	26.32	0.3	D	36	54
C-AB	0.32	11.07	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	589	0.288	168	0.0	0.4	8.508	A
B-A	30	7	269	0.111	29	0.0	0.1	14.992	B
C-AB	104	26	541	0.191	103	0.0	0.2	8.191	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	555	0.365	202	0.4	0.6	10.178	B
B-A	36	9	232	0.153	35	0.1	0.2	18.252	C
C-AB	124	31	514	0.241	123	0.2	0.3	9.207	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	504	0.492	246	0.6	0.9	13.883	B
B-A	43	11	180	0.241	43	0.2	0.3	26.092	D
C-AB	152	38	477	0.318	151	0.3	0.5	11.029	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	504	0.492	248	0.9	1.0	14.063	B
B-A	43	11	180	0.241	43	0.3	0.3	26.318	D
C-AB	152	38	477	0.318	152	0.5	0.5	11.068	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	554	0.365	204	1.0	0.6	10.324	B
B-A	36	9	232	0.153	36	0.3	0.2	18.409	C
C-AB	124	31	514	0.241	124	0.5	0.3	9.250	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	589	0.288	170	0.6	0.4	8.614	A
B-A	30	7	269	0.111	30	0.2	0.1	15.100	C
C-AB	104	26	541	0.191	104	0.3	0.2	8.237	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		48.29	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	07:45	08:45	60	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	1.02	197.10	19.4	F	367	367
B-A	0.96	270.05	7.8	F	114	114
C-AB	0.34	11.20	0.5	B	167	167
C-A					782	782
A-B					43	43
A-C					671	671

Main Results for each time segment

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	392	0.936	341	0.0	6.6	55.192	F
B-A	114	29	126	0.906	99	0.0	3.7	106.857	F
C-AB	167	42	489	0.343	165	0.0	0.5	11.062	B
C-A	782	195			782				
A-B	43	11			43				
A-C	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	366	1.002	347	6.6	11.5	114.497	F
B-A	114	29	120	0.950	107	3.7	5.5	190.324	F
C-AB	167	42	489	0.343	167	0.5	0.5	11.198	B
C-A	782	195			782				
A-B	43	11			43				
A-C	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	362	1.013	351	11.5	15.7	158.566	F
B-A	114	29	119	0.955	109	5.5	6.8	234.446	F
C-AB	167	42	489	0.343	167	0.5	0.5	11.200	B
C-A	782	195			782				
A-B	43	11			43				
A-C	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	361	1.018	352	15.7	19.4	197.101	F
B-A	114	29	118	0.963	110	6.8	7.8	270.052	F
C-AB	167	42	489	0.343	167	0.5	0.5	11.200	B
C-A	782	195			782				
A-B	43	11			43				
A-C	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		3.63	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 period length (min)	Time segment length (min)	Run automatically
D18	2024 + Dev	Weekday PM	FLAT	16:45	17:45	60	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.33	10.26	0.5	B	174	174
B-A	0.28	31.70	0.4	D	45	45
C-AB	0.50	14.00	1.0	B	259	259
C-A					719	719
A-B					99	99
A-C					576	576

Main Results for each time segment

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	527	0.330	172	0.0	0.5	10.084	B
B-A	45	11	160	0.282	44	0.0	0.4	30.661	D
C-AB	259	65	516	0.501	255	0.0	1.0	13.592	B
C-A	719	180			719				
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	525	0.331	174	0.5	0.5	10.254	B
B-A	45	11	159	0.284	45	0.4	0.4	31.662	D
C-AB	259	65	516	0.501	259	1.0	1.0	13.989	B
C-A	719	180			719				
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	525	0.331	174	0.5	0.5	10.258	B
B-A	45	11	159	0.284	45	0.4	0.4	31.691	D
C-AB	259	65	516	0.501	259	1.0	1.0	13.994	B
C-A	719	180			719				
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	525	0.332	174	0.5	0.5	10.259	B
B-A	45	11	159	0.284	45	0.4	0.4	31.700	D
C-AB	259	65	516	0.501	259	1.0	1.0	13.999	B
C-A	719	180			719				
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		5.53	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 (%)
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.39	11.60	0.6	B	163	245
B-A	0.40	44.97	0.6	E	45	67
C-AB	0.65	18.26	2.0	C	292	438
C-A					619	929
A-B					78	117
A-C					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	601	0.223	133	0.0	0.3	7.674	A
B-A	37	9	240	0.154	36	0.0	0.2	17.613	C
C-AB	228	57	566	0.403	226	0.0	0.7	10.488	B
C-A	519	130			519				
A-B	64	16			64				
A-C	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	567	0.282	160	0.3	0.4	8.820	A
B-A	44	11	196	0.225	44	0.2	0.3	23.628	C
C-AB	276	69	551	0.502	275	0.7	1.0	12.983	B
C-A	616	154			616				
A-B	76	19			76				
A-C	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	509	0.385	195	0.4	0.6	11.433	B
B-A	54	13	135	0.401	53	0.3	0.6	43.248	E
C-AB	371	93	568	0.652	367	1.0	1.9	17.651	C
C-A	723	181			723				
A-B	94	23			94				
A-C	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	506	0.387	196	0.6	0.6	11.598	B
B-A	54	13	134	0.404	54	0.6	0.6	44.967	E
C-AB	371	93	568	0.652	370	1.9	2.0	18.255	C
C-A	723	181			723				
A-B	94	23			94				
A-C	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	565	0.283	161	0.6	0.4	8.935	A
B-A	44	11	194	0.227	45	0.6	0.3	24.364	C
C-AB	276	69	551	0.502	280	2.0	1.1	13.474	B
C-A	616	154			616				
A-B	76	19			76				
A-C	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	599	0.224	134	0.4	0.3	7.749	A
B-A	37	9	239	0.154	37	0.3	0.2	17.899	C
C-AB	228	57	566	0.403	230	1.1	0.7	10.742	B
C-A	519	130			519				
A-B	64	16			64				
A-C	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		2.77	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	7.54	0.3	A	112	168
B-A	0.12	13.02	0.1	B	31	47
C-AB	0.23	8.30	0.3	A	110	165
C-A					176	264
A-B					47	70
A-C					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	654	0.140	91	0.0	0.2	6.387	A
B-A	26	6	362	0.071	25	0.0	0.1	10.692	B
C-AB	90	23	600	0.151	90	0.0	0.2	7.043	A
C-A	145	36			145				
A-B	38	10			38				
A-C	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	637	0.172	109	0.2	0.2	6.829	A
B-A	31	8	342	0.089	30	0.1	0.1	11.569	B
C-AB	108	27	586	0.184	108	0.2	0.2	7.527	A
C-A	173	43			173				
A-B	46	11			46				
A-C	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	612	0.219	134	0.2	0.3	7.526	A
B-A	37	9	314	0.119	37	0.1	0.1	13.008	B
C-AB	132	33	566	0.234	132	0.2	0.3	8.291	A
C-A	211	53			211				
A-B	56	14			56				
A-C	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	612	0.220	134	0.3	0.3	7.537	A
B-A	37	9	314	0.119	37	0.1	0.1	13.024	B
C-AB	132	33	566	0.234	132	0.3	0.3	8.302	A
C-A	211	53			211				
A-B	56	14			56				
A-C	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	636	0.172	110	0.3	0.2	6.841	A
B-A	31	8	341	0.090	31	0.1	0.1	11.590	B
C-AB	108	27	586	0.184	108	0.3	0.2	7.542	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	654	0.140	92	0.2	0.2	6.411	A
B-A	26	6	362	0.071	26	0.1	0.1	10.723	B
C-AB	90	23	600	0.151	91	0.2	0.2	7.068	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		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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	9.54	0.4	A	141	212
B-A	0.20	26.89	0.2	D	28	41
C-AB	0.45	12.61	0.8	B	195	292
C-A					587	881
A-B					41	62
A-C					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	619	0.187	115	0.0	0.2	7.134	A
B-A	23	6	259	0.087	22	0.0	0.1	15.212	C
C-AB	159	40	568	0.280	157	0.0	0.4	8.745	A
C-A	483	121			483				
A-B	34	8			34				
A-C	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	590	0.235	138	0.2	0.3	7.961	A
B-A	27	7	220	0.122	27	0.1	0.1	18.591	C
C-AB	190	48	546	0.348	189	0.4	0.5	10.075	B
C-A	576	144			576				
A-B	40	10			40				
A-C	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	548	0.310	169	0.3	0.4	9.494	A
B-A	33	8	167	0.198	33	0.1	0.2	26.682	D
C-AB	235	59	520	0.452	234	0.5	0.8	12.510	B
C-A	703	176			703				
A-B	50	12			50				
A-C	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	547	0.310	170	0.4	0.4	9.537	A
B-A	33	8	167	0.198	33	0.2	0.2	26.886	D
C-AB	235	59	521	0.452	235	0.8	0.8	12.606	B
C-A	703	176			703				
A-B	50	12			50				
A-C	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	589	0.235	139	0.4	0.3	8.004	A
B-A	27	7	220	0.123	27	0.2	0.1	18.735	C
C-AB	190	48	546	0.348	191	0.8	0.5	10.170	B
C-A	576	144			576				
A-B	40	10			40				
A-C	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	618	0.188	116	0.3	0.2	7.181	A
B-A	23	6	258	0.087	23	0.1	0.1	15.287	C
C-AB	159	40	568	0.280	160	0.5	0.4	8.834	A
C-A	483	121			483				
A-B	34	8			34				
A-C	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		3.36	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.41	12.28	0.7	B	173	259
B-A	0.27	26.11	0.4	D	42	63
C-AB	0.35	11.44	0.5	B	139	208
C-A					428	643
A-B					60	89
A-C					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	585	0.242	140	0.0	0.3	8.080	A
B-A	35	9	276	0.126	34	0.0	0.1	14.862	B
C-AB	114	28	544	0.209	113	0.0	0.3	8.328	A
C-A	352	88			352				
A-B	49	12			49				
A-C	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	551	0.307	169	0.3	0.4	9.410	A
B-A	41	10	239	0.173	41	0.1	0.2	18.138	C
C-AB	136	34	517	0.263	135	0.3	0.4	9.419	A
C-A	420	105			420				
A-B	58	15			58				
A-C	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	501	0.414	206	0.4	0.7	12.178	B
B-A	51	13	189	0.269	50	0.2	0.4	25.873	D
C-AB	167	42	481	0.346	166	0.4	0.5	11.396	B
C-A	514	128			514				
A-B	72	18			72				
A-C	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	500	0.414	207	0.7	0.7	12.284	B
B-A	51	13	188	0.269	51	0.4	0.4	26.114	D
C-AB	167	42	481	0.346	167	0.5	0.5	11.443	B
C-A	514	128			514				
A-B	72	18			72				
A-C	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	550	0.307	170	0.7	0.5	9.506	A
B-A	41	10	239	0.173	42	0.4	0.2	18.307	C
C-AB	136	34	517	0.262	136	0.5	0.4	9.468	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	584	0.242	142	0.5	0.3	8.159	A
B-A	35	9	275	0.126	35	0.2	0.1	14.982	B
C-AB	114	28	544	0.209	114	0.4	0.3	8.384	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		6.54	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.42	12.62	0.7	B	173	259
B-A	0.46	56.31	0.8	F	45	67
C-AB	0.71	20.48	2.7	C	327	490
C-A					637	955
A-B					81	121
A-C					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	599	0.236	140	0.0	0.3	7.826	A
B-A	37	9	229	0.161	36	0.0	0.2	18.616	C
C-AB	247	62	565	0.437	244	0.0	0.8	11.100	B
C-A	543	136			543				
A-B	66	17			66				
A-C	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	564	0.300	169	0.3	0.4	9.098	A
B-A	44	11	182	0.241	44	0.2	0.3	25.827	D
C-AB	302	76	555	0.544	301	0.8	1.2	14.045	B
C-A	642	160			642				
A-B	79	20			79				
A-C	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	497	0.417	206	0.4	0.7	12.321	B
B-A	54	13	119	0.455	52	0.3	0.8	52.879	F
C-AB	431	108	608	0.709	425	1.2	2.6	19.406	C
C-A	725	181			725				
A-B	97	24			97				
A-C	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	492	0.421	207	0.7	0.7	12.617	B
B-A	54	13	117	0.460	54	0.8	0.8	56.313	F
C-AB	431	108	608	0.709	430	2.6	2.7	20.484	C
C-A	725	181			725				
A-B	97	24			97				
A-C	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	560	0.302	170	0.7	0.4	9.258	A
B-A	44	11	181	0.244	46	0.8	0.3	27.023	D
C-AB	302	76	555	0.544	308	2.7	1.3	14.902	B
C-A	642	160			642				
A-B	79	20			79				
A-C	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	597	0.237	142	0.4	0.3	7.913	A
B-A	37	9	228	0.162	37	0.3	0.2	18.985	C
C-AB	247	62	565	0.437	249	1.3	0.8	11.446	B
C-A	543	136			543				
A-B	66	17			66				
A-C	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		2.94	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	0.27	8.23	0.4	A	132	198
B-A	0.14	13.95	0.2	B	35	52
C-AB	0.24	8.62	0.3	A	111	167
C-A					185	278
A-B					53	80
A-C					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	644	0.168	108	0.0	0.2	6.700	A
B-A	29	7	352	0.081	28	0.0	0.1	11.118	B
C-AB	91	23	590	0.154	90	0.0	0.2	7.193	A
C-A	152	38			152				
A-B	44	11			44				
A-C	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	624	0.207	129	0.2	0.3	7.272	A
B-A	34	9	330	0.104	34	0.1	0.1	12.162	B
C-AB	109	27	574	0.190	109	0.2	0.2	7.737	A
C-A	182	45			182				
A-B	52	13			52				
A-C	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	596	0.266	158	0.3	0.4	8.216	A
B-A	42	10	300	0.140	42	0.1	0.2	13.930	B
C-AB	133	33	551	0.242	133	0.2	0.3	8.603	A
C-A	222	56			222				
A-B	64	16			64				
A-C	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	596	0.266	159	0.4	0.4	8.233	A
B-A	42	10	300	0.140	42	0.2	0.2	13.953	B
C-AB	133	33	551	0.242	133	0.3	0.3	8.617	A
C-A	222	56			222				
A-B	64	16			64				
A-C	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	624	0.208	130	0.4	0.3	7.296	A
B-A	34	9	330	0.104	34	0.2	0.1	12.187	B
C-AB	109	27	574	0.190	109	0.3	0.2	7.755	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	644	0.168	109	0.3	0.2	6.732	A
B-A	29	7	352	0.081	29	0.1	0.1	11.155	B
C-AB	91	23	590	0.154	91	0.2	0.2	7.219	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		3.47	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)	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.34	10.04	0.5	B	151	227
B-A	0.23	30.67	0.3	D	28	43
C-AB	0.51	13.92	1.0	B	218	327
C-A					616	924
A-B					44	66
A-C					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	616	0.202	123	0.0	0.2	7.287	A
B-A	23	6	248	0.094	23	0.0	0.1	15.950	C
C-AB	177	44	565	0.313	175	0.0	0.4	9.185	A
C-A	507	127			507				
A-B	36	9			36				
A-C	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	586	0.253	148	0.2	0.3	8.198	A
B-A	28	7	208	0.134	28	0.1	0.2	19.981	C
C-AB	212	53	544	0.390	211	0.4	0.6	10.783	B
C-A	605	151			605				
A-B	43	11			43				
A-C	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	541	0.336	181	0.3	0.5	9.980	A
B-A	34	9	152	0.225	34	0.2	0.3	30.346	D
C-AB	265	66	524	0.506	264	0.6	1.0	13.767	B
C-A	736	184			736				
A-B	53	13			53				
A-C	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	540	0.336	182	0.5	0.5	10.035	B
B-A	34	9	151	0.225	34	0.3	0.3	30.672	D
C-AB	265	66	524	0.506	265	1.0	1.0	13.922	B
C-A	736	184			736				
A-B	53	13			53				
A-C	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	585	0.253	149	0.5	0.3	8.259	A
B-A	28	7	207	0.135	28	0.3	0.2	20.194	C
C-AB	212	53	545	0.389	214	1.0	0.7	10.929	B
C-A	605	151			605				
A-B	43	11			43				
A-C	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	615	0.202	125	0.3	0.3	7.338	A
B-A	23	6	248	0.094	24	0.2	0.1	16.080	C
C-AB	177	44	565	0.313	178	0.7	0.5	9.305	A
C-A	507	127			507				
A-B	36	9			36				
A-C	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		3.87	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.48	14.50	0.9	B	193	289
B-A	0.32	30.29	0.5	D	46	69
C-AB	0.36	12.07	0.6	B	140	209
C-A					438	656
A-B					67	100
A-C					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	573	0.276	157	0.0	0.4	8.618	A
B-A	38	9	266	0.141	37	0.0	0.2	15.654	C
C-AB	114	29	533	0.215	113	0.0	0.3	8.550	A
C-A	359	90			359				
A-B	55	14			55				
A-C	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	536	0.352	188	0.4	0.5	10.336	B
B-A	45	11	228	0.197	45	0.2	0.2	19.597	C
C-AB	137	34	505	0.271	136	0.3	0.4	9.759	A
C-A	429	107			429				
A-B	66	16			66				
A-C	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	480	0.482	230	0.5	0.9	14.288	B
B-A	55	14	174	0.316	54	0.2	0.4	29.861	D
C-AB	168	42	466	0.360	167	0.4	0.6	12.010	B
C-A	525	131			525				
A-B	80	20			80				
A-C	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	479	0.482	231	0.9	0.9	14.498	B
B-A	55	14	174	0.317	55	0.4	0.5	30.294	D
C-AB	168	42	466	0.360	168	0.6	0.6	12.067	B
C-A	525	131			525				
A-B	80	20			80				
A-C	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	535	0.353	190	0.9	0.6	10.496	B
B-A	45	11	228	0.197	46	0.5	0.3	19.858	C
C-AB	137	34	505	0.271	137	0.6	0.4	9.819	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	572	0.276	159	0.6	0.4	8.726	A
B-A	38	9	266	0.141	38	0.3	0.2	15.808	C
C-AB	114	29	533	0.215	115	0.4	0.3	8.608	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		15.41	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 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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.71	34.08	2.2	D	199	299
B-A	0.78	173.47	2.3	F	46	69
C-AB	0.87	31.30	8.4	D	484	725
C-A					619	929
A-B					88	132
A-C					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	592	0.276	162	0.0	0.4	8.333	A
B-A	38	9	200	0.188	37	0.0	0.2	21.973	C
C-AB	302	75	569	0.530	297	0.0	1.1	13.049	B
C-A	603	151			603				
A-B	72	18			72				
A-C	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	550	0.355	194	0.4	0.5	10.108	B
B-A	45	11	148	0.304	44	0.2	0.4	34.486	D
C-AB	392	98	592	0.662	389	1.1	2.0	17.458	C
C-A	688	172			688				
A-B	86	22			86				
A-C	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	406	0.588	236	0.5	1.4	20.731	C
B-A	55	14	75	0.731	50	0.4	1.8	122.538	F
C-AB	757	189	874	0.866	738	2.0	6.9	25.341	D
C-A	566	142			566				
A-B	106	26			106				
A-C	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	338	0.707	236	1.4	2.2	34.084	D
B-A	55	14	71	0.778	53	1.8	2.3	173.475	F
C-AB	757	189	874	0.866	751	6.9	8.4	31.304	D
C-A	566	142			566				
A-B	106	26			106				
A-C	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	535	0.365	201	2.2	0.6	11.002	B
B-A	45	11	142	0.316	52	2.3	0.5	42.773	E
C-AB	392	98	592	0.662	416	8.4	2.4	23.203	C
C-A	688	172			688				
A-B	86	22			86				
A-C	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	590	0.277	164	0.6	0.4	8.478	A
B-A	38	9	197	0.191	39	0.5	0.2	22.803	C
C-AB	302	75	569	0.530	306	2.4	1.2	13.950	B
C-A	603	151			603				
A-B	72	18			72				
A-C	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		3.62	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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	0.41	11.05	0.7	B	187	281
B-A	0.20	17.25	0.3	C	44	66
C-AB	0.27	9.61	0.4	A	114	171
C-A					210	315
A-B					71	106
A-C					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	615	0.250	152	0.0	0.3	7.751	A
B-A	36	9	326	0.111	36	0.0	0.1	12.392	B
C-AB	93	23	563	0.166	93	0.0	0.2	7.644	A
C-A	172	43			172				
A-B	58	14			58				
A-C	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	589	0.312	183	0.3	0.4	8.865	A
B-A	43	11	299	0.144	43	0.1	0.2	14.046	B
C-AB	111	28	541	0.206	111	0.2	0.3	8.372	A
C-A	206	51			206				
A-B	69	17			69				
A-C	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	551	0.408	224	0.4	0.7	10.983	B
B-A	53	13	262	0.202	53	0.2	0.2	17.184	C
C-AB	137	34	511	0.267	136	0.3	0.4	9.591	A
C-A	252	63			252				
A-B	85	21			85				
A-C	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	550	0.408	225	0.7	0.7	11.052	B
B-A	53	13	262	0.202	53	0.2	0.3	17.246	C
C-AB	137	34	511	0.267	137	0.4	0.4	9.612	A
C-A	252	63			252				
A-B	85	21			85				
A-C	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	588	0.312	184	0.7	0.5	8.935	A
B-A	43	11	299	0.144	43	0.3	0.2	14.111	B
C-AB	111	28	541	0.206	112	0.4	0.3	8.397	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	615	0.250	154	0.5	0.3	7.819	A
B-A	36	9	325	0.111	36	0.2	0.1	12.460	B
C-AB	93	23	563	0.166	94	0.3	0.2	7.676	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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.00	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
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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.41	11.71	0.7	B	178	267
B-A	0.31	47.45	0.4	E	28	43
C-AB	0.66	18.44	2.1	C	291	437
C-A					682	1022
A-B					50	76
A-C					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	612	0.239	145	0.0	0.3	7.687	A
B-A	23	6	220	0.106	23	0.0	0.1	18.255	C
C-AB	226	57	561	0.403	223	0.0	0.7	10.574	B
C-A	572	143			572				
A-B	41	10			41				
A-C	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	579	0.301	174	0.3	0.4	8.882	A
B-A	28	7	174	0.160	28	0.1	0.2	24.579	C
C-AB	274	69	546	0.502	273	0.7	1.0	13.123	B
C-A	679	170			679				
A-B	49	12			49				
A-C	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	523	0.408	213	0.4	0.7	11.558	B
B-A	34	9	111	0.308	33	0.2	0.4	45.927	E
C-AB	373	93	568	0.656	369	1.0	2.0	17.792	C
C-A	794	199			794				
A-B	61	15			61				
A-C	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	521	0.410	214	0.7	0.7	11.708	B
B-A	34	9	110	0.311	34	0.4	0.4	47.448	E
C-AB	373	93	569	0.656	373	2.0	2.1	18.436	C
C-A	794	199			794				
A-B	61	15			61				
A-C	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	577	0.302	175	0.7	0.4	8.991	A
B-A	28	7	173	0.162	29	0.4	0.2	25.200	D
C-AB	274	69	546	0.502	278	2.1	1.1	13.648	B
C-A	679	170			679				
A-B	49	12			49				
A-C	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	611	0.239	147	0.4	0.3	7.762	A
B-A	23	6	219	0.107	24	0.2	0.1	18.496	C
C-AB	226	57	561	0.403	228	1.1	0.7	10.834	B
C-A	572	143			572				
A-B	41	10			41				
A-C	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		7.41	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)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	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

		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	0.72	30.60	2.4	D	248	372
B-A	0.53	59.74	1.0	F	55	83
C-AB	0.40	14.06	0.7	B	142	212
C-A					462	693
A-B					84	127
A-C					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	541	0.376	201	0.0	0.6	10.520	B
B-A	45	11	241	0.187	44	0.0	0.2	18.225	C
C-AB	116	29	506	0.229	115	0.0	0.3	9.184	A
C-A	379	95			379				
A-B	69	17			69				
A-C	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	495	0.491	241	0.6	0.9	14.127	B
B-A	54	13	196	0.275	53	0.2	0.4	25.098	D
C-AB	139	35	472	0.294	138	0.3	0.4	10.775	B
C-A	453	113			453				
A-B	83	21			83				
A-C	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	417	0.713	292	0.9	2.3	27.750	D
B-A	66	17	127	0.519	64	0.4	1.0	54.770	F
C-AB	170	43	426	0.400	169	0.4	0.7	13.959	B
C-A	554	139			554				
A-B	101	25			101				
A-C	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	413	0.720	297	2.3	2.4	30.604	D
B-A	66	17	125	0.527	66	1.0	1.0	59.738	F
C-AB	170	43	426	0.400	170	0.7	0.7	14.056	B
C-A	554	139			554				
A-B	101	25			101				
A-C	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	492	0.494	248	2.4	1.0	15.111	C
B-A	54	13	195	0.276	57	1.0	0.4	26.339	D
C-AB	139	35	472	0.294	139	0.7	0.4	10.867	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	540	0.377	205	1.0	0.6	10.807	B
B-A	45	11	240	0.188	46	0.4	0.2	18.549	C
C-AB	116	29	506	0.229	116	0.4	0.3	9.261	A
C-A	379	95			379				
A-B	69	17			69				
A-C	602	150			602				

APPENDIX F

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Kingfield Road_Site Access_Woking Park Junction 200210.j9
Path: X:\Projects\180000\183923B - Woking FC - Post Submission\MODELLING\200312 Updated Models -TD
Report generation date: 12/03/2020 15:11:20

»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					
	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	7.36	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	17.15	0.10	C		0.0	13.00	0.03	B		0.0	8.83	0.02	A	
Stream A-BCD		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-ABD		0.0	7.37	0.02	A		0.1	7.62	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	7.65	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	18.68	0.11	C		0.0	13.64	0.03	B		0.0	8.94	0.02	A	
Stream A-BCD		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-ABD		0.0	7.55	0.03	A		0.2	7.84	0.14	A		0.1	6.75	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-BCD		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-ABD		0.0	7.59	0.03	A		0.0	0.00	0.00	A											
Stream B-CD																					D21
Stream B-AD																					
Stream A-BCD																					
Stream D-AB																					
Stream D-BC																					
Stream C-ABD																					
Stream B-CD																					D25
Stream B-AD																					
Stream A-BCD																					
Stream D-AB																					
Stream D-BC																					
Stream C-ABD																					
Stream B-CD																					D29
Stream B-AD																					
Stream A-BCD																					
Stream D-AB																					
Stream D-BC																					
Stream C-ABD																					

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	Goldev Woking Ltd
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-BCD	0.07	9.01	0.1	A	25	37
A-B					8	12
A-C					566	849
D-AB	0.11	8.73	0.1	A	41	61
D-BC	0.12	17.51	0.1	C	22	34
C-ABD	0.02	7.37	0.0	A	10	15
C-D					95	142
C-A					627	940

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-BCD	20	5	494	0.041	20	0.0	0.0	7.602	A
A-B	7	2			7				
A-C	465	116			465				
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-ABD	8	2	559	0.015	8	0.0	0.0	6.541	A
C-D	78	19			78				
C-A	514	129			514				

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-BCD	24	6	467	0.052	24	0.0	0.1	8.137	A
A-B	8	2			8				
A-C	555	139			555				
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-ABD	10	2	534	0.019	10	0.0	0.0	6.864	A
C-D	93	23			93				
C-A	614	154			614				

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-BCD	30	7	429	0.069	30	0.1	0.1	9.007	A
A-B	10	2			10				
A-C	679	170			679				
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-ABD	12	3	501	0.024	12	0.0	0.0	7.365	A
C-D	113	28			113				
C-A	752	188			752				

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-BCD	30	7	429	0.069	30	0.1	0.1	9.011	A
A-B	10	2			10				
A-C	679	170			679				
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-ABD	12	3	501	0.024	12	0.0	0.0	7.365	A
C-D	113	28			113				
C-A	752	188			752				

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-BCD	24	6	467	0.052	24	0.1	0.1	8.143	A
A-B	8	2			8				
A-C	555	139			555				
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	13.663	B
C-ABD	10	2	534	0.019	10	0.0	0.0	6.868	A
C-D	93	23			93				
C-A	614	154			614				

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-BCD	20	5	494	0.041	20	0.1	0.0	7.607	A
A-B	7	2			7				
A-C	465	116			465				
D-AB	34	8	533	0.063	34	0.1	0.1	7.212	A
D-BC	18	5	324	0.057	19	0.1	0.1	11.777	B
C-ABD	8	2	558	0.015	8	0.0	0.0	6.545	A
C-D	78	19			78				
C-A	514	129			514				

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	7.36	0.2	A	71	106
B-AD	0.10	17.15	0.1	C	19	29
A-BCD	0.06	8.49	0.1	A	24	36
A-B					12	18
A-C					441	662
D-AB	0.24	10.14	0.3	B	93	139
D-BC	0.25	19.60	0.3	C	52	78
C-ABD	0.13	7.62	0.1	A	57	85
C-D					126	189
C-A					516	773

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	6.253	A
B-AD	16	4	311	0.051	16	0.0	0.1	12.170	B
A-BCD	20	5	518	0.038	19	0.0	0.0	7.221	A
A-B	10	2			10				
A-C	362	91			362				
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-ABD	47	12	585	0.080	46	0.0	0.1	6.679	A
C-D	103	26			103				
C-A	423	106			423				

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	6.668	A
B-AD	19	5	278	0.067	19	0.1	0.1	13.863	B
A-BCD	23	6	490	0.048	23	0.0	0.0	7.706	A
A-B	12	3			12				
A-C	432	108			432				
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-ABD	56	14	566	0.099	56	0.1	0.1	7.053	A
C-D	123	31			123				
C-A	505	126			505				

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	574	0.148	85	0.1	0.2	7.354	A
B-AD	23	6	233	0.098	23	0.1	0.1	17.118	C
A-BCD	29	7	453	0.063	29	0.0	0.1	8.485	A
A-B	14	4			14				
A-C	530	132			530				
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-ABD	68	17	541	0.127	68	0.1	0.1	7.619	A
C-D	151	38			151				
C-A	619	155			619				

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	574	0.148	85	0.2	0.2	7.361	A
B-AD	23	6	233	0.098	23	0.1	0.1	17.152	C
A-BCD	29	7	453	0.063	29	0.1	0.1	8.488	A
A-B	14	4			14				
A-C	530	132			530				
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-ABD	68	17	541	0.127	68	0.1	0.1	7.623	A
C-D	151	38			151				
C-A	619	155			619				

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	6.683	A
B-AD	19	5	278	0.067	19	0.1	0.1	13.896	B
A-BCD	23	6	490	0.048	23	0.1	0.1	7.710	A
A-B	12	3			12				
A-C	432	108			432				
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-ABD	56	14	566	0.099	56	0.1	0.1	7.057	A
C-D	123	31			123				
C-A	505	126			505				

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	632	0.092	58	0.1	0.1	6.271	A
B-AD	16	4	311	0.051	16	0.1	0.1	12.204	B
A-BCD	20	5	518	0.038	20	0.1	0.0	7.227	A
A-B	10	2			10				
A-C	362	91			362				
D-AB	76	19	542	0.140	76	0.2	0.2	7.727	A
D-BC	43	11	335	0.128	43	0.2	0.1	12.327	B
C-ABD	47	12	585	0.080	47	0.1	0.1	6.690	A
C-D	103	26			103				
C-A	423	106			423				

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-BCD	0.14	8.46	0.2	A	57	85
A-B					10	15
A-C					290	435
D-AB	0.33	10.02	0.5	B	149	223
D-BC	0.21	14.47	0.3	B	55	82
C-ABD	0.05	6.64	0.1	A	24	36
C-D					172	257
C-A					377	566

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-BCD	47	12	546	0.086	46	0.0	0.1	7.203	A
A-B	8	2			8				
A-C	238	59			238				
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-ABD	20	5	606	0.032	19	0.0	0.0	6.133	A
C-D	141	35			141				
C-A	309	77			309				

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	11.448	B
A-BCD	56	14	524	0.106	56	0.1	0.1	7.685	A
A-B	10	2			10				
A-C	284	71			284				
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-ABD	23	6	591	0.040	23	0.0	0.0	6.339	A
C-D	168	42			168				
C-A	369	92			369				

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	12.990	B
A-BCD	68	17	494	0.138	68	0.1	0.2	8.457	A
A-B	12	3			12				
A-C	348	87			348				
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-ABD	29	7	571	0.050	29	0.0	0.1	6.641	A
C-D	206	51			206				
C-A	453	113			453				

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	6.003	A
B-AD	9	2	286	0.031	9	0.0	0.0	12.999	B
A-BCD	68	17	494	0.138	68	0.2	0.2	8.460	A
A-B	12	3			12				
A-C	348	87			348				
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-ABD	29	7	571	0.050	29	0.1	0.1	6.642	A
C-D	206	51			206				
C-A	453	113			453				

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	11.460	B
A-BCD	56	14	524	0.106	56	0.2	0.1	7.695	A
A-B	10	2			10				
A-C	284	71			284				
D-AB	146	36	574	0.254	146	0.5	0.3	8.426	A
D-BC	54	13	358	0.150	54	0.3	0.2	11.847	B
C-ABD	23	6	591	0.040	23	0.1	0.0	6.343	A
C-D	168	42			168				
C-A	369	92			369				

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	10.547	B
A-BCD	47	12	546	0.086	47	0.1	0.1	7.218	A
A-B	8	2			8				
A-C	238	59			238				
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-ABD	20	5	606	0.032	20	0.0	0.0	6.140	A
C-D	141	35			141				
C-A	309	77			309				

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-BCD	0.01	5.90	0.0	A	4	6
A-B					0	0
A-C					110	165
D-AB	0.15	6.49	0.2	A	79	118
D-BC	0.10	8.38	0.1	A	38	56
C-ABD	0.00	5.56	0.0	A	0.92	1
C-D					15	22
C-A					137	205

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-BCD	3	0.75	628	0.005	3	0.0	0.0	5.755	A
A-B	0	0			0				
A-C	90	23			90				
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-ABD	0.75	0.19	660	0.001	0.75	0.0	0.0	5.461	A
C-D	12	3			12				
C-A	112	28			112				

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-BCD	4	0.90	623	0.006	4	0.0	0.0	5.814	A
A-B	0	0			0				
A-C	108	27			108				
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-ABD	0.90	0.22	655	0.001	0.90	0.0	0.0	5.500	A
C-D	14	4			14				
C-A	134	33			134				

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-BCD	4	1	615	0.007	4	0.0	0.0	5.897	A
A-B	0	0			0				
A-C	132	33			132				
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-ABD	1	0.28	649	0.002	1	0.0	0.0	5.555	A
C-D	18	4			18				
C-A	164	41			164				

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-BCD	4	1	615	0.007	4	0.0	0.0	5.897	A
A-B	0	0			0				
A-C	132	33			132				
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-ABD	1	0.28	649	0.002	1	0.0	0.0	5.555	A
C-D	18	4			18				
C-A	164	41			164				

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-BCD	4	0.90	623	0.006	4	0.0	0.0	5.816	A
A-B	0	0			0				
A-C	108	27			108				
D-AB	77	19	661	0.117	77	0.2	0.1	6.173	A
D-BC	37	9	487	0.076	37	0.1	0.1	7.994	A
C-ABD	0.90	0.22	655	0.001	0.90	0.0	0.0	5.500	A
C-D	14	4			14				
C-A	134	33			134				

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-BCD	3	0.75	628	0.005	3	0.0	0.0	5.755	A
A-B	0	0			0				
A-C	90	23			90				
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	7.737	A
C-ABD	0.75	0.19	660	0.001	0.75	0.0	0.0	5.461	A
C-D	12	3			12				
C-A	112	28			112				

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	15.87	0.1	C	10	14
A-BCD	0.18	9.33	0.2	A	72	107
A-B					25	37
A-C					387	581
D-AB	0.18	8.77	0.2	A	78	116
D-BC	0.20	16.39	0.3	C	47	71
C-ABD	0.16	8.04	0.2	A	72	108
C-D					134	201
C-A					420	630

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	11.942	B
A-BCD	59	15	531	0.111	58	0.0	0.1	7.610	A
A-B	20	5			20				
A-C	318	79			318				
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-ABD	59	15	580	0.101	58	0.0	0.1	6.896	A
C-D	110	27			110				
C-A	345	86			345				

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	6.137	A
B-AD	9	2	279	0.034	9	0.0	0.0	13.329	B
A-BCD	70	18	506	0.139	70	0.1	0.2	8.255	A
A-B	24	6			24				
A-C	379	95			379				
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-ABD	70	18	560	0.125	70	0.1	0.1	7.344	A
C-D	131	33			131				
C-A	412	103			412				

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	6.624	A
B-AD	11	3	239	0.048	11	0.0	0.0	15.849	C
A-BCD	86	21	472	0.182	86	0.2	0.2	9.318	A
A-B	30	7			30				
A-C	465	116			465				
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-ABD	86	22	534	0.162	86	0.1	0.2	8.034	A
C-D	161	40			161				
C-A	504	126			504				

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	6.629	A
B-AD	11	3	238	0.048	11	0.0	0.1	15.866	C
A-BCD	86	21	472	0.182	86	0.2	0.2	9.330	A
A-B	30	7			30				
A-C	465	116			465				
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-ABD	86	22	534	0.162	86	0.2	0.2	8.041	A
C-D	161	40			161				
C-A	504	126			504				

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	6.144	A
B-AD	9	2	279	0.034	9	0.1	0.0	13.350	B
A-BCD	70	18	506	0.139	70	0.2	0.2	8.272	A
A-B	24	6			24				
A-C	379	95			379				
D-AB	76	19	541	0.141	76	0.2	0.2	7.759	A
D-BC	46	12	327	0.141	47	0.3	0.2	12.859	B
C-ABD	70	18	560	0.125	70	0.2	0.1	7.354	A
C-D	131	33			131				
C-A	412	103			412				

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	5.835	A
B-AD	8	2	309	0.026	8	0.0	0.0	11.964	B
A-BCD	59	15	531	0.111	59	0.2	0.1	7.635	A
A-B	20	5			20				
A-C	318	79			318				
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-ABD	59	15	580	0.101	59	0.1	0.1	6.913	A
C-D	110	27			110				
C-A	345	86			345				

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	7.58	0.2	A	80	119
B-AD	0.13	14.99	0.1	B	29	43
A-BCD	0.03	6.83	0.0	A	14	21
A-B					10	15
A-C					356	534
D-AB	0.40	12.37	0.7	B	164	246
D-BC	0.49	21.21	0.9	C	137	205
C-ABD	0.04	6.62	0.0	A	21	32
C-D					38	56
C-A					334	501

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	6.524	A
B-AD	24	6	343	0.069	23	0.0	0.1	11.259	B
A-BCD	11	3	580	0.019	11	0.0	0.0	6.328	A
A-B	8	2			8				
A-C	292	73			292				
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-ABD	17	4	605	0.029	17	0.0	0.0	6.120	A
C-D	31	8			31				
C-A	274	69			274				

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	597	0.130	78	0.1	0.1	6.927	A
B-AD	28	7	314	0.090	28	0.1	0.1	12.573	B
A-BCD	13	3	565	0.024	13	0.0	0.0	6.528	A
A-B	10	2			10				
A-C	349	87			349				
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-ABD	21	5	590	0.035	21	0.0	0.0	6.321	A
C-D	37	9			37				
C-A	327	82			327				

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	570	0.167	95	0.1	0.2	7.573	A
B-AD	34	9	275	0.125	34	0.1	0.1	14.945	B
A-BCD	17	4	544	0.030	16	0.0	0.0	6.825	A
A-B	12	3			12				
A-C	427	107			427				
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	20.795	C
C-ABD	25	6	569	0.045	25	0.0	0.0	6.618	A
C-D	45	11			45				
C-A	401	100			401				

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	570	0.167	95	0.2	0.2	7.583	A
B-AD	34	9	275	0.126	34	0.1	0.1	14.986	B
A-BCD	17	4	544	0.030	17	0.0	0.0	6.825	A
A-B	12	3			12				
A-C	427	107			427				
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-ABD	25	6	569	0.045	25	0.0	0.0	6.618	A
C-D	45	11			45				
C-A	401	100			401				

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	597	0.130	78	0.2	0.2	6.940	A
B-AD	28	7	314	0.090	28	0.1	0.1	12.614	B
A-BCD	13	3	565	0.024	14	0.0	0.0	6.529	A
A-B	10	2			10				
A-C	349	87			349				
D-AB	161	40	557	0.289	162	0.7	0.4	9.129	A
D-BC	134	33	383	0.350	136	0.9	0.6	14.649	B
C-ABD	21	5	590	0.035	21	0.0	0.0	6.325	A
C-D	37	9			37				
C-A	327	82			327				

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	615	0.106	65	0.2	0.1	6.546	A
B-AD	24	6	342	0.069	24	0.1	0.1	11.303	B
A-BCD	11	3	580	0.019	11	0.0	0.0	6.332	A
A-B	8	2			8				
A-C	292	73			292				
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	11.935	B
C-ABD	17	4	605	0.029	17	0.0	0.0	6.123	A
C-D	31	8			31				
C-A	274	69			274				

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	7.01	0.1	A	45	67
B-AD	0.11	14.09	0.1	B	27	41
A-BCD	0.09	8.01	0.1	A	39	58
A-B					24	36
A-C					383	574
D-AB	0.15	7.73	0.2	A	71	106
D-BC	0.14	13.51	0.2	B	37	55
C-ABD	0.14	8.88	0.2	A	54	82
C-D					105	157
C-A					377	565

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	6.216	A
B-AD	22	6	359	0.062	22	0.0	0.1	10.685	B
A-BCD	32	8	547	0.058	31	0.0	0.1	6.977	A
A-B	20	5			20				
A-C	314	78			314				
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-ABD	44	11	505	0.088	44	0.0	0.1	7.804	A
C-D	86	21			86				
C-A	309	77			309				

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	595	0.073	44	0.1	0.1	6.523	A
B-AD	26	7	329	0.081	26	0.1	0.1	11.898	B
A-BCD	38	9	525	0.072	38	0.1	0.1	7.381	A
A-B	23	6			23				
A-C	375	94			375				
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-ABD	53	13	490	0.109	53	0.1	0.1	8.232	A
C-D	102	26			102				
C-A	369	92			369				

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	567	0.094	53	0.1	0.1	7.003	A
B-AD	32	8	288	0.113	32	0.1	0.1	14.070	B
A-BCD	46	12	496	0.093	46	0.1	0.1	8.008	A
A-B	29	7			29				
A-C	459	115			459				
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-ABD	65	16	471	0.139	65	0.1	0.2	8.866	A
C-D	125	31			125				
C-A	452	113			452				

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	567	0.094	53	0.1	0.1	7.006	A
B-AD	32	8	288	0.113	32	0.1	0.1	14.090	B
A-BCD	46	12	495	0.093	46	0.1	0.1	8.012	A
A-B	29	7			29				
A-C	459	115			459				
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-ABD	65	16	471	0.139	65	0.2	0.2	8.877	A
C-D	125	31			125				
C-A	452	113			452				

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	6.533	A
B-AD	26	7	329	0.081	27	0.1	0.1	11.919	B
A-BCD	38	9	525	0.072	38	0.1	0.1	7.388	A
A-B	23	6			23				
A-C	375	94			375				
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-ABD	53	13	490	0.109	53	0.2	0.1	8.244	A
C-D	102	26			102				
C-A	369	92			369				

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	6.231	A
B-AD	22	6	358	0.062	22	0.1	0.1	10.711	B
A-BCD	32	8	547	0.058	32	0.1	0.1	6.989	A
A-B	20	5			20				
A-C	314	78			314				
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	10.144	B
C-ABD	44	11	505	0.088	45	0.1	0.1	7.821	A
C-D	86	21			86				
C-A	309	77			309				

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-BCD	0.08	7.22	0.1	A	36	54
A-B					3	4
A-C					351	527
D-AB	0.22	8.05	0.3	A	103	155
D-BC	0.16	11.99	0.2	B	46	69
C-ABD	0.02	6.52	0.0	A	9	14
C-D					61	91
C-A					338	507

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-BCD	29	7	578	0.051	29	0.0	0.1	6.556	A
A-B	2	0.56			2				
A-C	288	72			288				
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-ABD	8	2	601	0.013	7	0.0	0.0	6.062	A
C-D	50	12			50				
C-A	277	69			277				

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-BCD	35	9	563	0.062	35	0.1	0.1	6.822	A
A-B	3	0.67			3				
A-C	344	86			344				
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-ABD	9	2	585	0.015	9	0.0	0.0	6.245	A
C-D	59	15			59				
C-A	331	83			331				

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-BCD	43	11	541	0.079	43	0.1	0.1	7.224	A
A-B	3	0.83			3				
A-C	422	105			422				
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-ABD	11	3	563	0.020	11	0.0	0.0	6.516	A
C-D	73	18			73				
C-A	405	101			405				

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	6.457	A
B-AD	7	2	337	0.020	7	0.0	0.0	10.882	B
A-BCD	43	11	541	0.079	43	0.1	0.1	7.224	A
A-B	3	0.83			3				
A-C	422	105			422				
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-ABD	11	3	563	0.020	11	0.0	0.0	6.517	A
C-D	73	18			73				
C-A	405	101			405				

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	6.230	A
B-AD	5	1	375	0.014	5	0.0	0.0	9.730	A
A-BCD	35	9	563	0.062	35	0.1	0.1	6.827	A
A-B	3	0.67			3				
A-C	344	86			344				
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-ABD	9	2	585	0.015	9	0.0	0.0	6.248	A
C-D	59	15			59				
C-A	331	83			331				

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	6.075	A
B-AD	5	1	403	0.011	5	0.0	0.0	9.037	A
A-BCD	29	7	578	0.051	29	0.1	0.1	6.562	A
A-B	2	0.56			2				
A-C	288	72			288				
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-ABD	8	2	601	0.013	8	0.0	0.0	6.065	A
C-D	50	12			50				
C-A	277	69			277				

2024, 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-BCD	0.08	9.35	0.1	A	26	39
A-B					9	13
A-C					601	902
D-AB	0.12	9.13	0.1	A	43	65
D-BC	0.13	19.36	0.2	C	24	36
C-ABD	0.03	7.55	0.0	A	11	16
C-D					100	151
C-A					666	998

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-BCD	22	5	485	0.045	21	0.0	0.0	7.759	A
A-B	7	2			7				
A-C	493	123			493				
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-ABD	9	2	551	0.016	9	0.0	0.0	6.641	A
C-D	82	21			82				
C-A	546	137			546				

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-BCD	26	6	456	0.056	26	0.0	0.1	8.360	A
A-B	9	2			9				
A-C	589	147			589				
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-ABD	11	3	525	0.020	10	0.0	0.0	6.995	A
C-D	98	25			98				
C-A	652	163			652				

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-BCD	32	8	417	0.076	31	0.1	0.1	9.346	A
A-B	11	3			11				
A-C	721	180			721				
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-ABD	13	3	490	0.026	13	0.0	0.0	7.551	A
C-D	120	30			120				
C-A	799	200			799				

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-BCD	32	8	417	0.076	32	0.1	0.1	9.349	A
A-B	11	3			11				
A-C	721	180			721				
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-ABD	13	3	490	0.026	13	0.0	0.0	7.551	A
C-D	120	30			120				
C-A	799	200			799				

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-BCD	26	6	456	0.056	26	0.1	0.1	8.367	A
A-B	9	2			9				
A-C	589	147			589				
D-AB	43	11	492	0.086	43	0.1	0.1	8.015	A
D-BC	23	6	271	0.086	24	0.2	0.1	14.555	B
C-ABD	11	3	525	0.020	11	0.0	0.0	6.996	A
C-D	98	25			98				
C-A	652	163			652				

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-BCD	22	5	485	0.045	22	0.1	0.0	7.771	A
A-B	7	2			7				
A-C	493	123			493				
D-AB	36	9	523	0.068	36	0.1	0.1	7.384	A
D-BC	20	5	312	0.063	20	0.1	0.1	12.319	B
C-ABD	9	2	551	0.016	9	0.0	0.0	6.642	A
C-D	82	21			82				
C-A	546	137			546				

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	7.65	0.2	A	75	113
B-AD	0.11	18.68	0.1	C	20	31
A-BCD	0.07	8.80	0.1	A	25	38
A-B					13	19
A-C					469	704
D-AB	0.26	10.94	0.4	B	99	148
D-BC	0.29	22.31	0.4	C	55	83
C-ABD	0.14	7.84	0.2	A	61	91
C-D					134	201
C-A					548	823

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	6.379	A
B-AD	17	4	300	0.056	17	0.0	0.1	12.669	B
A-BCD	21	5	509	0.041	21	0.0	0.0	7.371	A
A-B	10	3			10				
A-C	385	96			385				
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-ABD	50	12	579	0.086	49	0.0	0.1	6.795	A
C-D	110	27			110				
C-A	450	112			450				

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	599	0.123	74	0.1	0.1	6.845	A
B-AD	20	5	265	0.075	20	0.1	0.1	14.653	B
A-BCD	25	6	480	0.052	25	0.0	0.1	7.911	A
A-B	12	3			12				
A-C	460	115			460				
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-ABD	59	15	559	0.106	59	0.1	0.1	7.203	A
C-D	131	33			131				
C-A	537	134			537				

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	561	0.161	90	0.1	0.2	7.636	A
B-AD	24	6	217	0.112	24	0.1	0.1	18.639	C
A-BCD	30	8	440	0.069	30	0.1	0.1	8.795	A
A-B	15	4			15				
A-C	563	141			563				
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-ABD	73	18	532	0.137	73	0.1	0.2	7.835	A
C-D	160	40			160				
C-A	658	164			658				

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	561	0.161	90	0.2	0.2	7.648	A
B-AD	24	6	217	0.112	24	0.1	0.1	18.684	C
A-BCD	30	8	440	0.069	30	0.1	0.1	8.797	A
A-B	15	4			15				
A-C	563	141			563				
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-ABD	73	18	532	0.137	73	0.2	0.2	7.840	A
C-D	160	40			160				
C-A	658	164			658				

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	6.862	A
B-AD	20	5	265	0.075	20	0.1	0.1	14.693	B
A-BCD	25	6	480	0.052	25	0.1	0.1	7.916	A
A-B	12	3			12				
A-C	460	115			460				
D-AB	97	24	500	0.193	97	0.4	0.2	8.945	A
D-BC	54	14	284	0.192	55	0.4	0.2	15.789	C
C-ABD	59	15	559	0.106	60	0.2	0.1	7.211	A
C-D	131	33			131				
C-A	537	134			537				

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	6.399	A
B-AD	17	4	300	0.056	17	0.1	0.1	12.708	B
A-BCD	21	5	509	0.041	21	0.1	0.0	7.378	A
A-B	10	3			10				
A-C	385	96			385				
D-AB	81	20	533	0.152	81	0.2	0.2	7.976	A
D-BC	46	11	323	0.141	46	0.2	0.2	12.989	B
C-ABD	50	12	579	0.086	50	0.1	0.1	6.809	A
C-D	110	27			110				
C-A	450	112			450				

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-BCD	0.15	8.76	0.2	A	61	91
A-B					11	16
A-C					308	463
D-AB	0.36	10.77	0.6	B	158	237
D-BC	0.23	15.74	0.3	C	58	88
C-ABD	0.05	6.75	0.1	A	25	38
C-D					183	274
C-A					401	602

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	5.620	A
B-AD	6	2	339	0.019	6	0.0	0.0	10.812	B
A-BCD	50	12	539	0.092	49	0.0	0.1	7.349	A
A-B	9	2			9				
A-C	253	63			253				
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-ABD	21	5	601	0.035	21	0.0	0.0	6.198	A
C-D	150	37			150				
C-A	329	82			329				

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	311	0.024	8	0.0	0.0	11.847	B
A-BCD	59	15	515	0.115	59	0.1	0.1	7.889	A
A-B	11	3			11				
A-C	302	76			302				
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-ABD	25	6	585	0.042	25	0.0	0.0	6.422	A
C-D	179	45			179				
C-A	393	98			393				

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	13.628	B
A-BCD	73	18	483	0.150	72	0.1	0.2	8.757	A
A-B	13	3			13				
A-C	370	93			370				
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-ABD	30	8	563	0.054	30	0.0	0.1	6.753	A
C-D	219	55			219				
C-A	481	120			481				

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	6.101	A
B-AD	9	2	273	0.034	9	0.0	0.0	13.640	B
A-BCD	73	18	483	0.150	73	0.2	0.2	8.764	A
A-B	13	3			13				
A-C	370	93			370				
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-ABD	30	8	563	0.054	30	0.1	0.1	6.754	A
C-D	219	55			219				
C-A	481	120			481				

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	11.861	B
A-BCD	59	15	515	0.115	59	0.2	0.1	7.900	A
A-B	11	3			11				
A-C	302	76			302				
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	12.493	B
C-ABD	25	6	585	0.042	25	0.1	0.0	6.426	A
C-D	179	45			179				
C-A	393	98			393				

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	10.831	B
A-BCD	50	12	539	0.092	50	0.1	0.1	7.368	A
A-B	9	2			9				
A-C	253	63			253				
D-AB	130	32	591	0.220	130	0.4	0.3	7.823	A
D-BC	48	12	379	0.127	48	0.2	0.1	10.897	B
C-ABD	21	5	601	0.035	21	0.0	0.0	6.203	A
C-D	150	37			150				
C-A	329	82			329				

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-BCD	0.01	5.93	0.0	A	4	6
A-B					0	0
A-C					117	176
D-AB	0.16	6.61	0.2	A	84	126
D-BC	0.10	8.53	0.1	A	40	60
C-ABD	0.00	5.57	0.0	A	0.98	1
C-D					16	23
C-A					145	218

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-BCD	3	0.80	627	0.005	3	0.0	0.0	5.774	A
A-B	0	0			0				
A-C	96	24			96				
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-ABD	0.80	0.20	658	0.001	0.80	0.0	0.0	5.474	A
C-D	13	3			13				
C-A	119	30			119				

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-BCD	4	0.96	620	0.006	4	0.0	0.0	5.837	A
A-B	0	0			0				
A-C	115	29			115				
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-ABD	0.96	0.24	654	0.001	0.96	0.0	0.0	5.516	A
C-D	15	4			15				
C-A	142	36			142				

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-BCD	5	1	612	0.008	5	0.0	0.0	5.927	A
A-B	0	0			0				
A-C	141	35			141				
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-ABD	1	0.29	647	0.002	1	0.0	0.0	5.574	A
C-D	19	5			19				
C-A	174	44			174				

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-BCD	5	1	612	0.008	5	0.0	0.0	5.927	A
A-B	0	0			0				
A-C	141	35			141				
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-ABD	1	0.29	647	0.002	1	0.0	0.0	5.574	A
C-D	19	5			19				
C-A	174	44			174				

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	5.212	A
B-AD	6	1	424	0.014	6	0.0	0.0	8.602	A
A-BCD	4	0.96	620	0.006	4	0.0	0.0	5.837	A
A-B	0	0			0				
A-C	115	29			115				
D-AB	82	21	657	0.125	82	0.2	0.1	6.263	A
D-BC	39	10	484	0.081	39	0.1	0.1	8.101	A
C-ABD	0.96	0.24	654	0.001	0.96	0.0	0.0	5.516	A
C-D	15	4			15				
C-A	142	36			142				

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	8.372	A
A-BCD	3	0.80	627	0.005	3	0.0	0.0	5.774	A
A-B	0	0			0				
A-C	96	24			96				
D-AB	69	17	666	0.103	69	0.1	0.1	6.028	A
D-BC	33	8	493	0.067	33	0.1	0.1	7.818	A
C-ABD	0.80	0.20	658	0.001	0.80	0.0	0.0	5.474	A
C-D	13	3			13				
C-A	119	30			119				

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	17.06	0.1	C	10	15
A-BCD	0.20	9.79	0.2	A	76	115
A-B					26	40
A-C					413	620
D-AB	0.20	9.25	0.3	A	83	124
D-BC	0.23	18.27	0.3	C	50	76
C-ABD	0.18	8.32	0.2	A	77	115
C-D					143	214
C-A					448	672

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	12.387	B
A-BCD	63	16	522	0.120	62	0.0	0.1	7.816	A
A-B	22	5			22				
A-C	339	85			339				
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-ABD	63	16	573	0.109	62	0.0	0.1	7.042	A
C-D	117	29			117				
C-A	368	92			368				

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	6.274	A
B-AD	10	3	267	0.038	10	0.0	0.0	13.996	B
A-BCD	75	19	496	0.151	75	0.1	0.2	8.544	A
A-B	26	6			26				
A-C	405	101			405				
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-ABD	75	19	552	0.136	75	0.1	0.2	7.540	A
C-D	140	35			140				
C-A	439	110			439				

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	6.830	A
B-AD	12	3	223	0.055	12	0.0	0.1	17.030	C
A-BCD	92	23	459	0.200	91	0.2	0.2	9.786	A
A-B	32	8			32				
A-C	496	124			496				
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-ABD	92	23	525	0.176	92	0.2	0.2	8.314	A
C-D	171	43			171				
C-A	538	134			538				

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	608	0.134	82	0.2	0.2	6.835	A
B-AD	12	3	223	0.055	12	0.1	0.1	17.055	C
A-BCD	92	23	459	0.200	92	0.2	0.2	9.795	A
A-B	32	8			32				
A-C	496	124			496				
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-ABD	92	23	525	0.176	92	0.2	0.2	8.324	A
C-D	171	43			171				
C-A	538	134			538				

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	6.281	A
B-AD	10	3	267	0.038	10	0.1	0.0	14.022	B
A-BCD	75	19	496	0.151	75	0.2	0.2	8.569	A
A-B	26	6			26				
A-C	405	101			405				
D-AB	81	20	530	0.153	81	0.3	0.2	8.032	A
D-BC	49	12	312	0.158	50	0.3	0.2	13.767	B
C-ABD	75	19	552	0.136	75	0.2	0.2	7.555	A
C-D	140	35			140				
C-A	439	110			439				

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	12.412	B
A-BCD	63	16	522	0.120	63	0.2	0.1	7.844	A
A-B	22	5			22				
A-C	339	85			339				
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	11.650	B
C-ABD	63	16	573	0.110	63	0.2	0.1	7.063	A
C-D	117	29			117				
C-A	368	92			368				

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	7.86	0.2	A	85	127
B-AD	0.14	16.13	0.2	C	31	46
A-BCD	0.03	6.94	0.0	A	15	22
A-B					11	16
A-C					380	570
D-AB	0.46	14.79	0.8	B	175	263
D-BC	0.56	25.99	1.2	D	146	219
C-ABD	0.05	6.73	0.1	A	23	34
C-D					40	60
C-A					356	535

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	6.653	A
B-AD	25	6	333	0.076	25	0.0	0.1	11.671	B
A-BCD	12	3	575	0.021	12	0.0	0.0	6.396	A
A-B	9	2			9				
A-C	312	78			312				
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-ABD	18	5	600	0.031	18	0.0	0.0	6.187	A
C-D	33	8			33				
C-A	292	73			292				

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	589	0.141	83	0.1	0.2	7.106	A
B-AD	30	8	303	0.099	30	0.1	0.1	13.198	B
A-BCD	14	4	559	0.026	14	0.0	0.0	6.614	A
A-B	11	3			11				
A-C	372	93			372				
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-ABD	22	6	584	0.038	22	0.0	0.0	6.407	A
C-D	39	10			39				
C-A	349	87			349				

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	560	0.182	102	0.2	0.2	7.851	A
B-AD	37	9	260	0.141	37	0.1	0.2	16.063	C
A-BCD	18	4	536	0.033	18	0.0	0.0	6.941	A
A-B	13	3			13				
A-C	456	114			456				
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-ABD	27	7	562	0.048	27	0.0	0.1	6.734	A
C-D	48	12			48				
C-A	428	107			428				

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	560	0.182	102	0.2	0.2	7.865	A
B-AD	37	9	260	0.141	37	0.2	0.2	16.127	C
A-BCD	18	4	536	0.033	18	0.0	0.0	6.941	A
A-B	13	3			13				
A-C	456	114			456				
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-ABD	27	7	561	0.048	27	0.1	0.1	6.734	A
C-D	48	12			48				
C-A	428	107			428				

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	589	0.141	83	0.2	0.2	7.125	A
B-AD	30	8	302	0.100	30	0.2	0.1	13.262	B
A-BCD	14	4	559	0.026	14	0.0	0.0	6.618	A
A-B	11	3			11				
A-C	372	93			372				
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-ABD	22	6	584	0.038	22	0.1	0.0	6.409	A
C-D	39	10			39				
C-A	349	87			349				

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	609	0.114	70	0.2	0.1	6.677	A
B-AD	25	6	333	0.076	25	0.1	0.1	11.724	B
A-BCD	12	3	575	0.021	12	0.0	0.0	6.397	A
A-B	9	2			9				
A-C	312	78			312				
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-ABD	18	5	600	0.031	19	0.0	0.0	6.193	A
C-D	33	8			33				
C-A	292	73			292				

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	7.21	0.1	A	48	71
B-AD	0.13	15.11	0.1	C	29	43
A-BCD	0.10	8.27	0.1	A	41	62
A-B					25	38
A-C					408	613
D-AB	0.17	8.03	0.2	A	76	113
D-BC	0.16	14.55	0.2	B	39	59
C-ABD	0.15	9.13	0.2	A	58	87
C-D					112	167
C-A					402	603

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	608	0.064	39	0.0	0.1	6.316	A
B-AD	24	6	348	0.068	23	0.0	0.1	11.069	B
A-BCD	34	8	540	0.063	33	0.0	0.1	7.109	A
A-B	21	5			21				
A-C	335	84			335				
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-ABD	48	12	500	0.095	47	0.0	0.1	7.943	A
C-D	92	23			92				
C-A	330	83			330				

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	587	0.079	47	0.1	0.1	6.658	A
B-AD	28	7	317	0.089	28	0.1	0.1	12.475	B
A-BCD	40	10	516	0.078	40	0.1	0.1	7.559	A
A-B	25	6			25				
A-C	400	100			400				
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-ABD	57	14	484	0.117	57	0.1	0.1	8.416	A
C-D	109	27			109				
C-A	394	99			394				

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	557	0.103	57	0.1	0.1	7.201	A
B-AD	35	9	273	0.127	34	0.1	0.1	15.070	C
A-BCD	49	12	485	0.102	49	0.1	0.1	8.267	A
A-B	31	8			31				
A-C	490	123			490				
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-ABD	70	18	465	0.151	70	0.1	0.2	9.123	A
C-D	134	33			134				
C-A	482	121			482				

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	556	0.103	57	0.1	0.1	7.208	A
B-AD	35	9	273	0.127	35	0.1	0.1	15.108	C
A-BCD	49	12	485	0.102	49	0.1	0.1	8.271	A
A-B	31	8			31				
A-C	490	123			490				
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-ABD	70	18	464	0.151	70	0.2	0.2	9.131	A
C-D	134	33			134				
C-A	482	121			482				

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	6.667	A
B-AD	28	7	317	0.089	28	0.1	0.1	12.501	B
A-BCD	40	10	516	0.078	40	0.1	0.1	7.564	A
A-B	25	6			25				
A-C	400	100			400				
D-AB	74	18	572	0.129	74	0.2	0.1	7.230	A
D-BC	38	10	341	0.112	39	0.2	0.1	11.919	B
C-ABD	57	14	484	0.117	57	0.2	0.1	8.429	A
C-D	109	27			109				
C-A	394	99			394				

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	6.332	A
B-AD	24	6	348	0.068	24	0.1	0.1	11.100	B
A-BCD	34	8	539	0.063	34	0.1	0.1	7.123	A
A-B	21	5			21				
A-C	335	84			335				
D-AB	62	15	596	0.104	62	0.1	0.1	6.749	A
D-BC	32	8	374	0.086	32	0.1	0.1	10.525	B
C-ABD	48	12	500	0.095	48	0.1	0.1	7.964	A
C-D	92	23			92				
C-A	330	83			330				

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-BCD	0.09	7.38	0.1	A	38	57
A-B					3	4
A-C					375	563
D-AB	0.24	8.41	0.3	A	110	165
D-BC	0.17	12.70	0.2	B	49	74
C-ABD	0.02	6.62	0.0	A	10	15
C-D					65	97
C-A					360	541

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-BCD	31	8	573	0.055	31	0.0	0.1	6.642	A
A-B	2	0.60			2				
A-C	308	77			308				
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-ABD	8	2	596	0.013	8	0.0	0.0	6.124	A
C-D	53	13			53				
C-A	296	74			296				

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
A-BCD	37	9	556	0.067	37	0.1	0.1	6.937	A
A-B	3	0.72			3				
A-C	367	92			367				
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-ABD	10	2	579	0.017	10	0.0	0.0	6.324	A
C-D	63	16			63				
C-A	353	88			353				

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-BCD	46	11	533	0.086	46	0.1	0.1	7.383	A
A-B	4	0.88			4				
A-C	450	113			450				
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-ABD	12	3	555	0.021	12	0.0	0.0	6.622	A
C-D	78	19			78				
C-A	432	108			432				

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-BCD	46	11	533	0.086	46	0.1	0.1	7.383	A
A-B	4	0.88			4				
A-C	450	113			450				
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-ABD	12	3	555	0.021	12	0.0	0.0	6.622	A
C-D	78	19			78				
C-A	432	108			432				

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	6.299	A
B-AD	6	1	364	0.016	6	0.0	0.0	10.051	B
A-BCD	37	9	556	0.067	38	0.1	0.1	6.940	A
A-B	3	0.72			3				
A-C	367	92			367				
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	10.860	B
C-ABD	10	2	579	0.017	10	0.0	0.0	6.325	A
C-D	63	16			63				
C-A	353	88			353				

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	6.130	A
B-AD	5	1	393	0.012	5	0.0	0.0	9.266	A
A-BCD	31	8	573	0.055	31	0.1	0.1	6.651	A
A-B	2	0.60			2				
A-C	308	77			308				
D-AB	90	23	611	0.148	91	0.2	0.2	6.920	A
D-BC	41	10	407	0.100	41	0.1	0.1	9.833	A
C-ABD	8	2	596	0.013	8	0.0	0.0	6.125	A
C-D	53	13			53				
C-A	296	74			296				

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-BCD	0.08	9.71	0.1	A	27	40
A-B					8	11
A-C					607	911
D-AB	0.12	9.45	0.1	A	40	60
D-BC	0.14	20.84	0.2	C	26	39
C-ABD	0.03	7.59	0.0	A	10	15
C-D					106	159
C-A					712	1068

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-BCD	22	5	476	0.046	22	0.0	0.0	7.917	A
A-B	0	0			0				
A-C	504	126			504				
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-ABD	0	0	1099	0.000	0	0.0	0.0	0.000	A
C-D	82	21			82				
C-A	597	149			597				

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-BCD	26	6	445	0.058	26	0.0	0.1	8.596	A
A-B	9	2			9				
A-C	594	148			594				
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-ABD	11	3	524	0.021	11	0.0	0.0	7.022	A
C-D	105	26			105				
C-A	695	174			695				

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-BCD	32	8	402	0.079	32	0.1	0.1	9.711	A
A-B	11	3			11				
A-C	727	182			727				
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-ABD	14	3	488	0.028	14	0.0	0.0	7.589	A
C-D	128	32			128				
C-A	851	213			851				

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-BCD	32	8	402	0.079	32	0.1	0.1	9.715	A
A-B	11	3			11				
A-C	727	182			727				
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-ABD	14	3	488	0.028	14	0.0	0.0	7.589	A
C-D	128	32			128				
C-A	851	213			851				

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-BCD	26	6	445	0.058	26	0.1	0.1	8.602	A
A-B	9	2			9				
A-C	594	148			594				
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	15.220	C
C-ABD	11	3	524	0.021	11	0.0	0.0	7.023	A
C-D	105	26			105				
C-A	695	174			695				

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-BCD	22	5	475	0.046	22	0.1	0.0	7.941	A
A-B	7	2			7				
A-C	497	124			497				
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-ABD	9	2	550	0.017	9	0.0	0.0	6.665	A
C-D	88	22			88				
C-A	582	145			582				

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-BCD	0.07	8.46	0.1	A	26	39
A-B					0	0
A-C					526	789
D-AB	0.17	11.11	0.2	B	55	83
D-BC	0.45	25.65	0.8	D	97	146
C-ABD	0.00	0.00	0.0	A	0	0
C-D					134	201
C-A					575	863

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-BCD	21	5	520	0.041	21	0.0	0.0	7.207	A
A-B	0	0			0				
A-C	431	108			431				
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-ABD	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-D	110	27			110				
C-A	472	118			472				

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-BCD	25	6	494	0.051	25	0.0	0.1	7.684	A
A-B	0	0			0				
A-C	515	129			515				
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-ABD	0	0	1095	0.000	0	0.0	0.0	0.000	A
C-D	131	33			131				
C-A	564	141			564				

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-BCD	31	8	457	0.068	31	0.1	0.1	8.454	A
A-B	0	0			0				
A-C	631	158			631				
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-ABD	0	0	1034	0.000	0	0.0	0.0	0.000	A
C-D	161	40			161				
C-A	690	173			690				

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-BCD	31	8	457	0.068	31	0.1	0.1	8.456	A
A-B	0	0			0				
A-C	631	158			631				
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-ABD	0	0	1034	0.000	0	0.0	0.0	0.000	A
C-D	161	40			161				
C-A	690	173			690				

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-BCD	25	6	494	0.051	25	0.1	0.1	7.688	A
A-B	0	0			0				
A-C	515	129			515				
D-AB	54	13	462	0.117	54	0.2	0.1	8.829	A
D-BC	95	24	308	0.309	97	0.8	0.5	17.126	C
C-ABD	0	0	1095	0.000	0	0.0	0.0	0.000	A
C-D	131	33			131				
C-A	564	141			564				

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-BCD	21	5	520	0.041	21	0.1	0.0	7.214	A
A-B	0	0			0				
A-C	431	108			431				
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-ABD	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-D	110	27			110				
C-A	472	118			472				

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-BCD	0.23	10.14	0.3	B	89	134
A-B					0.92	1
A-C					362	544
D-AB	0.27	16.23	0.4	C	67	100
D-BC	0.69	39.28	2.0	E	163	245
C-ABD	0.04	6.96	0.0	A	17	26
C-D					208	312
C-A					463	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-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	11.698	B
A-BCD	73	18	524	0.139	72	0.0	0.2	7.962	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
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-ABD	14	4	584	0.024	14	0.0	0.0	6.315	A
C-D	171	43			171				
C-A	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-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-BCD	87	22	498	0.175	87	0.2	0.2	8.758	A
A-B	0.90	0.22			0.90				
A-C	355	89			355				
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-ABD	17	4	565	0.030	17	0.0	0.0	6.571	A
C-D	204	51			204				
C-A	454	113			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-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-BCD	107	27	462	0.231	107	0.2	0.3	10.117	B
A-B	1	0.28			1				
A-C	435	109			435				
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-ABD	21	5	538	0.039	21	0.0	0.0	6.958	A
C-D	250	62			250				
C-A	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-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-BCD	107	27	462	0.231	107	0.3	0.3	10.137	B
A-B	1	0.28			1				
A-C	435	109			435				
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-ABD	21	5	538	0.039	21	0.0	0.0	6.959	A
C-D	250	62			250				
C-A	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-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-BCD	87	22	498	0.175	88	0.3	0.2	8.783	A
A-B	0.90	0.22			0.90				
A-C	355	89			355				
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	21.079	C
C-ABD	17	4	565	0.030	17	0.0	0.0	6.577	A
C-D	204	51			204				
C-A	454	113			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-CD	16	4	682	0.023	16	0.0	0.0	5.407	A
B-AD	0.75	0.19	308	0.002	0.76	0.0	0.0	11.706	B
A-BCD	73	18	524	0.139	73	0.2	0.2	7.992	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
D-AB	55	14	496	0.111	55	0.2	0.1	8.166	A
D-BC	134	34	376	0.356	135	0.9	0.6	15.023	C
C-ABD	14	4	584	0.025	14	0.0	0.0	6.319	A
C-D	171	43			171				
C-A	380	95			380				

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	10.53	0.1	B	23	35
A-BCD	0.01	6.04	0.0	A	6	10
A-B					7	11
A-C					146	219
D-AB	0.25	8.31	0.3	A	119	179
D-BC	0.36	12.31	0.6	B	138	206
C-ABD	0.02	5.80	0.0	A	12	18
C-D					16	23
C-A					158	237

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	5.621	A
B-AD	19	5	406	0.047	19	0.0	0.0	9.296	A
A-BCD	5	1	621	0.008	5	0.0	0.0	5.844	A
A-B	6	2			6				
A-C	120	30			120				
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-ABD	10	2	650	0.015	10	0.0	0.0	5.619	A
C-D	13	3			13				
C-A	129	32			129				

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	5.816	A
B-AD	23	6	391	0.058	23	0.0	0.1	9.780	A
A-BCD	6	2	614	0.010	6	0.0	0.0	5.923	A
A-B	7	2			7				
A-C	143	36			143				
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-ABD	12	3	644	0.018	12	0.0	0.0	5.693	A
C-D	15	4			15				
C-A	155	39			155				

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	6.098	A
B-AD	28	7	370	0.076	28	0.1	0.1	10.523	B
A-BCD	8	2	604	0.013	8	0.0	0.0	6.036	A
A-B	9	2			9				
A-C	175	44			175				
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-ABD	14	4	635	0.023	14	0.0	0.0	5.798	A
C-D	19	5			19				
C-A	189	47			189				

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	6.101	A
B-AD	28	7	370	0.076	28	0.1	0.1	10.531	B
A-BCD	8	2	604	0.013	8	0.0	0.0	6.036	A
A-B	9	2			9				
A-C	175	44			175				
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-ABD	14	4	635	0.023	14	0.0	0.0	5.798	A
C-D	19	5			19				
C-A	189	47			189				

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	5.821	A
B-AD	23	6	391	0.058	23	0.1	0.1	9.792	A
A-BCD	6	2	614	0.010	6	0.0	0.0	5.923	A
A-B	7	2			7				
A-C	143	36			143				
D-AB	117	29	611	0.191	117	0.3	0.2	7.301	A
D-BC	135	34	482	0.280	136	0.6	0.4	10.422	B
C-ABD	12	3	644	0.018	12	0.0	0.0	5.693	A
C-D	15	4			15				
C-A	155	39			155				

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	5.632	A
B-AD	19	5	406	0.047	19	0.1	0.1	9.314	A
A-BCD	5	1	621	0.008	5	0.0	0.0	5.844	A
A-B	6	2			6				
A-C	120	30			120				
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	9.368	A
C-ABD	10	2	650	0.015	10	0.0	0.0	5.620	A
C-D	13	3			13				
C-A	129	32			129				

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-BCD	0.17	9.08	0.2	A	70	105
A-B					0.92	1
A-C					431	647
D-AB	0.12	8.98	0.1	A	48	72
D-BC	0.33	18.62	0.5	C	81	121
C-ABD	0.04	7.13	0.0	A	17	26
C-D					138	206
C-A					464	696

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-BCD	57	14	536	0.107	57	0.0	0.1	7.499	A
A-B	0.75	0.19			0.75				
A-C	354	88			354				
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-ABD	14	4	576	0.025	14	0.0	0.0	6.410	A
C-D	113	28			113				
C-A	381	95			381				

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	12.935	B
A-BCD	68	17	513	0.133	68	0.1	0.2	8.095	A
A-B	0.90	0.22			0.90				
A-C	423	106			423				
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-ABD	17	4	555	0.031	17	0.0	0.0	6.693	A
C-D	135	34			135				
C-A	455	114			455				

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	15.017	C
A-BCD	84	21	480	0.174	83	0.2	0.2	9.072	A
A-B	1	0.28			1				
A-C	517	129			517				
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-ABD	21	5	526	0.040	21	0.0	0.0	7.126	A
C-D	165	41			165				
C-A	557	139			557				

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-BCD	84	21	480	0.174	84	0.2	0.2	9.080	A
A-B	1	0.28			1				
A-C	517	129			517				
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-ABD	21	5	526	0.040	21	0.0	0.0	7.127	A
C-D	165	41			165				
C-A	557	139			557				

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	5.753	A
B-AD	0.90	0.22	279	0.003	0.90	0.0	0.0	12.938	B
A-BCD	68	17	513	0.133	69	0.2	0.2	8.109	A
A-B	0.90	0.22			0.90				
A-C	423	106			423				
D-AB	47	12	508	0.092	47	0.1	0.1	7.815	A
D-BC	79	20	340	0.233	80	0.5	0.3	13.901	B
C-ABD	17	4	555	0.031	17	0.0	0.0	6.696	A
C-D	135	34			135				
C-A	455	114			455				

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	5.528	A
B-AD	0.75	0.19	307	0.002	0.76	0.0	0.0	11.760	B
A-BCD	57	14	536	0.107	57	0.2	0.1	7.516	A
A-B	0.75	0.19			0.75				
A-C	354	88			354				
D-AB	39	10	539	0.073	39	0.1	0.1	7.210	A
D-BC	66	17	375	0.177	67	0.3	0.2	11.687	B
C-ABD	14	4	576	0.025	14	0.0	0.0	6.413	A
C-D	113	28			113				
C-A	381	95			381				

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	7.57	0.2	A	75	112
B-AD	0.11	15.28	0.1	C	23	35
A-BCD	0.03	7.02	0.0	A	14	21
A-B					7	11
A-C					402	603
D-AB	0.37	13.91	0.6	B	128	193
D-BC	0.59	26.61	1.4	D	163	245
C-ABD	0.03	6.64	0.0	A	12	18
C-D					64	96
C-A					372	557

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	6.498	A
B-AD	19	5	333	0.057	19	0.0	0.1	11.442	B
A-BCD	11	3	570	0.020	11	0.0	0.0	6.441	A
A-B	6	2			6				
A-C	330	82			330				
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-ABD	10	2	596	0.016	10	0.0	0.0	6.135	A
C-D	53	13			53				
C-A	305	76			305				

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	6.911	A
B-AD	23	6	304	0.075	23	0.1	0.1	12.788	B
A-BCD	13	3	553	0.024	13	0.0	0.0	6.671	A
A-B	7	2			7				
A-C	394	98			394				
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-ABD	12	3	580	0.020	12	0.0	0.0	6.337	A
C-D	63	16			63				
C-A	364	91			364				

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	7.565	A
B-AD	28	7	264	0.106	28	0.1	0.1	15.230	C
A-BCD	17	4	529	0.031	16	0.0	0.0	7.018	A
A-B	9	2			9				
A-C	482	121			482				
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-ABD	14	4	556	0.026	14	0.0	0.0	6.640	A
C-D	77	19			77				
C-A	446	111			446				

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	7.575	A
B-AD	28	7	264	0.106	28	0.1	0.1	15.275	C
A-BCD	17	4	529	0.031	17	0.0	0.0	7.018	A
A-B	9	2			9				
A-C	482	121			482				
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-ABD	14	4	556	0.026	14	0.0	0.0	6.640	A
C-D	77	19			77				
C-A	446	111			446				

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	0.124	74	0.2	0.1	6.923	A
B-AD	23	6	304	0.075	23	0.1	0.1	12.833	B
A-BCD	13	3	553	0.024	14	0.0	0.0	6.672	A
A-B	7	2			7				
A-C	394	98			394				
D-AB	126	31	506	0.249	127	0.6	0.3	9.529	A
D-BC	160	40	382	0.419	163	1.4	0.7	16.586	C
C-ABD	12	3	580	0.020	12	0.0	0.0	6.338	A
C-D	63	16			63				
C-A	364	91			364				

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	6.523	A
B-AD	19	5	333	0.057	19	0.1	0.1	11.479	B
A-BCD	11	3	570	0.020	11	0.0	0.0	6.441	A
A-B	6	2			6				
A-C	330	82			330				
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-ABD	10	2	596	0.016	10	0.0	0.0	6.138	A
C-D	53	13			53				
C-A	305	76			305				

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-BCD	0.26	10.73	0.4	B	100	150
A-B					0.92	1
A-C					364	546
D-AB	0.31	19.17	0.4	C	71	106
D-BC	0.73	46.33	2.4	E	166	249
C-ABD	0.04	7.03	0.0	A	17	26
C-D					217	326
C-A					477	716

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-BCD	82	21	519	0.158	81	0.0	0.2	8.202	A
A-B	0.75	0.19			0.75				
A-C	299	75			299				
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-ABD	14	4	581	0.025	14	0.0	0.0	6.355	A
C-D	178	45			178				
C-A	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-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	13.096	B
A-BCD	98	25	493	0.199	98	0.2	0.2	9.112	A
A-B	0.90	0.22			0.90				
A-C	357	89			357				
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-ABD	17	4	561	0.030	17	0.0	0.0	6.622	A
C-D	213	53			213				
C-A	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-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	15.284	C
A-BCD	120	30	456	0.264	120	0.2	0.4	10.698	B
A-B	1	0.28			1				
A-C	437	109			437				
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-ABD	21	5	533	0.039	21	0.0	0.0	7.028	A
C-D	261	65			261				
C-A	573	143			573				

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-BCD	120	30	456	0.264	120	0.4	0.4	10.726	B
A-B	1	0.28			1				
A-C	437	109			437				
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-ABD	21	5	533	0.039	21	0.0	0.0	7.030	A
C-D	261	65			261				
C-A	573	143			573				

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-BCD	98	25	493	0.199	98	0.4	0.3	9.143	A
A-B	0.90	0.22			0.90				
A-C	357	89			357				
D-AB	69	17	418	0.166	70	0.4	0.2	10.388	B
D-BC	163	41	330	0.493	168	2.4	1.0	22.915	C
C-ABD	17	4	560	0.030	17	0.0	0.0	6.629	A
C-D	213	53			213				
C-A	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-CD	16	4	681	0.023	16	0.0	0.0	5.416	A
B-AD	0.75	0.19	304	0.002	0.76	0.0	0.0	11.872	B
A-BCD	82	21	519	0.158	82	0.3	0.2	8.241	A
A-B	0.75	0.19			0.75				
A-C	299	75			299				
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-ABD	14	4	580	0.025	14	0.0	0.0	6.362	A
C-D	178	45			178				
C-A	391	98			391				

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	10.85	0.1	B	23	35
A-BCD	0.01	6.05	0.0	A	7	11
A-B					7	11
A-C					148	222
D-AB	0.32	9.56	0.5	A	149	223
D-BC	0.42	14.02	0.7	B	158	237
C-ABD	0.02	5.81	0.0	A	12	18
C-D					16	23
C-A					158	237

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	700	0.088	61	0.0	0.1	5.626	A
B-AD	19	5	399	0.048	19	0.0	0.0	9.461	A
A-BCD	6	2	621	0.010	6	0.0	0.0	5.851	A
A-B	6	2			6				
A-C	121	30			121				
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-ABD	10	2	650	0.015	10	0.0	0.0	5.625	A
C-D	13	3			13				
C-A	129	32			129				

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	691	0.106	73	0.1	0.1	5.823	A
B-AD	23	6	383	0.060	23	0.0	0.1	10.002	B
A-BCD	7	2	614	0.012	7	0.0	0.0	5.932	A
A-B	7	2			7				
A-C	145	36			145				
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-ABD	12	3	643	0.018	12	0.0	0.0	5.700	A
C-D	15	4			15				
C-A	155	39			155				

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	6.108	A
B-AD	28	7	360	0.078	28	0.1	0.1	10.842	B
A-BCD	9	2	604	0.015	9	0.0	0.0	6.047	A
A-B	9	2			9				
A-C	177	44			177				
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-ABD	14	4	634	0.023	14	0.0	0.0	5.806	A
C-D	19	5			19				
C-A	189	47			189				

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	6.112	A
B-AD	28	7	360	0.078	28	0.1	0.1	10.852	B
A-BCD	9	2	604	0.015	9	0.0	0.0	6.047	A
A-B	9	2			9				
A-C	177	44			177				
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-ABD	14	4	634	0.023	14	0.0	0.0	5.806	A
C-D	19	5			19				
C-A	189	47			189				

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	5.830	A
B-AD	23	6	382	0.060	23	0.1	0.1	10.016	B
A-BCD	7	2	614	0.012	7	0.0	0.0	5.935	A
A-B	7	2			7				
A-C	145	36			145				
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	11.329	B
C-ABD	12	3	643	0.018	12	0.0	0.0	5.700	A
C-D	15	4			15				
C-A	155	39			155				

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	5.637	A
B-AD	19	5	399	0.048	19	0.1	0.1	9.483	A
A-BCD	6	2	621	0.010	6	0.0	0.0	5.854	A
A-B	6	2			6				
A-C	121	30			121				
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-ABD	10	2	650	0.015	10	0.0	0.0	5.627	A
C-D	13	3			13				
C-A	129	32			129				

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-BCD	0.20	9.55	0.3	A	81	121
A-B					0.92	1
A-C					433	650
D-AB	0.14	9.32	0.2	A	51	77
D-BC	0.36	20.04	0.5	C	84	125
C-ABD	0.04	7.20	0.0	A	17	26
C-D					147	220
C-A					478	717

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-BCD	66	17	532	0.125	66	0.0	0.1	7.711	A
A-B	0.75	0.19			0.75				
A-C	355	89			355				
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-ABD	14	4	572	0.025	14	0.0	0.0	6.450	A
C-D	120	30			120				
C-A	392	98			392				

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-BCD	79	20	507	0.156	79	0.1	0.2	8.397	A
A-B	0.90	0.22			0.90				
A-C	424	106			424				
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-ABD	17	4	551	0.031	17	0.0	0.0	6.746	A
C-D	144	36			144				
C-A	468	117			468				

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-BCD	97	24	474	0.205	97	0.2	0.3	9.540	A
A-B	1	0.28			1				
A-C	520	130			520				
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-ABD	21	5	521	0.040	21	0.0	0.0	7.200	A
C-D	176	44			176				
C-A	574	143			574				

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	15.426	C
A-BCD	97	24	474	0.205	97	0.3	0.3	9.553	A
A-B	1	0.28			1				
A-C	520	130			520				
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-ABD	21	5	521	0.040	21	0.0	0.0	7.201	A
C-D	176	44			176				
C-A	574	143			574				

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-BCD	79	20	507	0.156	79	0.3	0.2	8.415	A
A-B	0.90	0.22			0.90				
A-C	424	106			424				
D-AB	50	13	502	0.100	51	0.2	0.1	7.979	A
D-BC	82	20	331	0.247	83	0.5	0.3	14.544	B
C-ABD	17	4	550	0.031	17	0.0	0.0	6.752	A
C-D	144	36			144				
C-A	468	117			468				

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	11.928	B
A-BCD	66	17	532	0.125	66	0.2	0.1	7.736	A
A-B	0.75	0.19			0.75				
A-C	355	89			355				
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	12.057	B
C-ABD	14	4	572	0.025	14	0.0	0.0	6.454	A
C-D	120	30			120				
C-A	392	98			392				

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	7.59	0.2	A	75	112
B-AD	0.11	15.98	0.1	C	23	35
A-BCD	0.03	7.03	0.0	A	15	22
A-B					7	11
A-C					403	604
D-AB	0.53	21.05	1.1	C	158	237
D-BC	0.70	38.02	2.2	E	184	275
C-ABD	0.03	6.65	0.0	A	12	18
C-D					64	96
C-A					372	557

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	6.506	A
B-AD	19	5	327	0.059	19	0.0	0.1	11.677	B
A-BCD	12	3	570	0.021	12	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	331	83			331				
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-ABD	10	2	596	0.016	10	0.0	0.0	6.140	A
C-D	53	13			53				
C-A	305	76			305				

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	593	0.124	73	0.1	0.1	6.918	A
B-AD	23	6	296	0.077	23	0.1	0.1	13.159	B
A-BCD	14	4	553	0.026	14	0.0	0.0	6.682	A
A-B	7	2			7				
A-C	395	99			395				
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-ABD	12	3	579	0.020	12	0.0	0.0	6.343	A
C-D	63	16			63				
C-A	364	91			364				

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	564	0.159	90	0.1	0.2	7.582	A
B-AD	28	7	254	0.110	28	0.1	0.1	15.895	C
A-BCD	18	4	529	0.033	18	0.0	0.0	7.033	A
A-B	9	2			9				
A-C	483	121			483				
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	34.771	D
C-ABD	14	4	556	0.026	14	0.0	0.0	6.648	A
C-D	77	19			77				
C-A	446	111			446				

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	564	0.159	90	0.2	0.2	7.592	A
B-AD	28	7	253	0.110	28	0.1	0.1	15.977	C
A-BCD	18	4	529	0.033	18	0.0	0.0	7.033	A
A-B	9	2			9				
A-C	483	121			483				
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	38.021	E
C-ABD	14	4	556	0.026	14	0.0	0.0	6.648	A
C-D	77	19			77				
C-A	446	111			446				

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	6.934	A
B-AD	23	6	295	0.077	23	0.1	0.1	13.239	B
A-BCD	14	4	553	0.026	14	0.0	0.0	6.686	A
A-B	7	2			7				
A-C	395	99			395				
D-AB	155	39	479	0.322	157	1.1	0.5	11.241	B
D-BC	180	45	373	0.483	185	2.2	1.0	19.636	C
C-ABD	12	3	579	0.020	12	0.0	0.0	6.347	A
C-D	63	16			63				
C-A	364	91			364				

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	6.528	A
B-AD	19	5	326	0.059	19	0.1	0.1	11.736	B
A-BCD	12	3	570	0.021	12	0.0	0.0	6.453	A
A-B	6	2			6				
A-C	331	83			331				
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-ABD	10	2	596	0.016	10	0.0	0.0	6.140	A
C-D	53	13			53				
C-A	305	76			305				

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-BCD	0.35	12.64	0.5	B	129	193
A-B					0.92	1
A-C					368	551
D-AB	0.58	48.36	1.2	E	81	121
D-BC	0.85	83.13	4.4	F	173	259
C-ABD	0.04	7.22	0.0	A	17	26
C-D					243	365
C-A					515	772

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-BCD	105	26	507	0.208	104	0.0	0.3	8.913	A
A-B	0.75	0.19			0.75				
A-C	302	75			302				
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-ABD	14	4	572	0.025	14	0.0	0.0	6.456	A
C-D	200	50			200				
C-A	422	106			422				

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-BCD	126	31	478	0.263	126	0.3	0.4	10.194	B
A-B	0.90	0.22			0.90				
A-C	360	90			360				
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-ABD	17	4	550	0.031	17	0.0	0.0	6.755	A
C-D	238	60			238				
C-A	504	126			504				

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	16.442	C
A-BCD	155	39	440	0.352	154	0.4	0.5	12.576	B
A-B	1	0.27			1				
A-C	441	110			441				
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-ABD	21	5	520	0.040	21	0.0	0.0	7.213	A
C-D	292	73			292				
C-A	618	154			618				

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	16.452	C
A-BCD	155	39	440	0.352	155	0.5	0.5	12.638	B
A-B	1	0.27			1				
A-C	441	110			441				
D-AB	97	24	168	0.576	95	0.9	1.2	48.357	E
D-BC	207	52	243	0.851	204	3.7	4.4	83.129	F
C-ABD	21	5	520	0.040	21	0.0	0.0	7.217	A
C-D	292	73			292				
C-A	618	154			618				

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	5.642	A
B-AD	0.90	0.22	262	0.003	0.91	0.0	0.0	13.787	B
A-BCD	126	31	478	0.263	127	0.5	0.4	10.260	B
A-B	0.90	0.22			0.90				
A-C	360	90			360				
D-AB	79	20	371	0.213	83	1.2	0.3	12.670	B
D-BC	169	42	306	0.552	181	4.4	1.3	31.253	D
C-ABD	17	4	549	0.031	17	0.0	0.0	6.761	A
C-D	238	60			238				
C-A	504	126			504				

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	5.439	A
B-AD	0.75	0.19	293	0.003	0.76	0.0	0.0	12.334	B
A-BCD	105	26	507	0.208	106	0.4	0.3	8.976	A
A-B	0.75	0.19			0.75				
A-C	302	75			302				
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-ABD	14	4	571	0.025	14	0.0	0.0	6.462	A
C-D	200	50			200				
C-A	422	106			422				

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	6.14	0.2	A	75	112
B-AD	0.08	11.83	0.1	B	23	35
A-BCD	0.02	6.07	0.0	A	9	14
A-B					7	11
A-C					151	227
D-AB	0.59	18.67	1.4	C	228	343
D-BC	0.64	25.43	1.7	D	211	317
C-ABD	0.02	5.82	0.0	A	12	18
C-D					16	23
C-A					158	237

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	5.637	A
B-AD	19	5	381	0.050	19	0.0	0.1	9.932	A
A-BCD	8	2	621	0.012	7	0.0	0.0	5.866	A
A-B	6	2			6				
A-C	124	31			124				
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-ABD	10	2	648	0.015	10	0.0	0.0	5.636	A
C-D	13	3			13				
C-A	129	32			129				

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	5.839	A
B-AD	23	6	361	0.063	23	0.1	0.1	10.647	B
A-BCD	9	2	614	0.015	9	0.0	0.0	5.950	A
A-B	7	2			7				
A-C	148	37			148				
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-ABD	12	3	642	0.018	12	0.0	0.0	5.713	A
C-D	15	4			15				
C-A	155	39			155				

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	676	0.133	90	0.1	0.2	6.134	A
B-AD	28	7	333	0.084	28	0.1	0.1	11.796	B
A-BCD	11	3	604	0.018	11	0.0	0.0	6.070	A
A-B	9	2			9				
A-C	182	45			182				
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-ABD	14	4	632	0.023	14	0.0	0.0	5.824	A
C-D	19	5			19				
C-A	189	47			189				

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	676	0.133	90	0.2	0.2	6.138	A
B-AD	28	7	332	0.084	28	0.1	0.1	11.835	B
A-BCD	11	3	604	0.018	11	0.0	0.0	6.070	A
A-B	9	2			9				
A-C	182	45			182				
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-ABD	14	4	632	0.023	14	0.0	0.0	5.824	A
C-D	19	5			19				
C-A	189	47			189				

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	689	0.106	73	0.2	0.1	5.847	A
B-AD	23	6	360	0.063	23	0.1	0.1	10.692	B
A-BCD	9	2	614	0.015	9	0.0	0.0	5.952	A
A-B	7	2			7				
A-C	148	37			148				
D-AB	224	56	549	0.408	227	1.4	0.7	11.267	B
D-BC	207	52	445	0.464	210	1.7	0.9	15.502	C
C-ABD	12	3	642	0.018	12	0.0	0.0	5.714	A
C-D	15	4			15				
C-A	155	39			155				

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	5.649	A
B-AD	19	5	380	0.050	19	0.1	0.1	9.967	A
A-BCD	8	2	621	0.012	8	0.0	0.0	5.868	A
A-B	6	2			6				
A-C	124	31			124				
D-AB	187	47	596	0.314	188	0.7	0.5	8.847	A
D-BC	173	43	475	0.365	174	0.9	0.6	12.032	B
C-ABD	10	2	648	0.015	10	0.0	0.0	5.636	A
C-D	13	3			13				
C-A	129	32			129				

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-BCD	0.29	11.07	0.4	B	109	164
A-B					0.92	1
A-C					437	655
D-AB	0.17	10.27	0.2	B	61	91
D-BC	0.41	22.95	0.7	C	90	135
C-ABD	0.04	7.40	0.0	A	17	26
C-D					173	259
C-A					516	774

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-BCD	90	22	520	0.172	89	0.0	0.2	8.338	A
A-B	0.75	0.19			0.75				
A-C	358	90			358				
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-ABD	14	4	563	0.025	14	0.0	0.0	6.555	A
C-D	142	35			142				
C-A	423	106			423				

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	260	0.003	0.90	0.0	0.0	13.866	B
A-BCD	107	27	493	0.217	107	0.2	0.3	9.314	A
A-B	0.90	0.22			0.90				
A-C	428	107			428				
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-ABD	17	4	540	0.032	17	0.0	0.0	6.884	A
C-D	169	42			169				
C-A	505	126			505				

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	16.604	C
A-BCD	131	33	457	0.288	131	0.3	0.4	11.033	B
A-B	1	0.28			1				
A-C	524	131			524				
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-ABD	21	5	508	0.041	21	0.0	0.0	7.393	A
C-D	207	52			207				
C-A	619	155			619				

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	16.611	C
A-BCD	131	33	457	0.288	131	0.4	0.4	11.066	B
A-B	1	0.28			1				
A-C	524	131			524				
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-ABD	21	5	508	0.041	21	0.0	0.0	7.396	A
C-D	207	52			207				
C-A	619	155			619				

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	13.874	B
A-BCD	107	27	493	0.217	108	0.4	0.3	9.353	A
A-B	0.90	0.22			0.90				
A-C	428	107			428				
D-AB	59	15	488	0.122	60	0.2	0.1	8.404	A
D-BC	88	22	324	0.272	89	0.7	0.4	15.422	C
C-ABD	17	4	540	0.032	17	0.0	0.0	6.889	A
C-D	169	42			169				
C-A	505	126			505				

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	12.393	B
A-BCD	90	22	520	0.172	90	0.3	0.2	8.381	A
A-B	0.75	0.19			0.75				
A-C	358	90			358				
D-AB	50	12	526	0.095	50	0.1	0.1	7.567	A
D-BC	74	18	366	0.201	74	0.4	0.3	12.353	B
C-ABD	14	4	563	0.025	14	0.0	0.0	6.560	A
C-D	142	35			142				
C-A	423	106			423				

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	7.26	0.2	A	75	112
B-AD	0.13	19.01	0.1	C	23	35
A-BCD	0.04	7.06	0.0	A	17	26
A-B					7	11
A-C					407	611
D-AB	1.10	237.56	18.9	F	237	355
D-BC	1.10	236.71	18.9	F	237	355
C-ABD	0.03	6.66	0.0	A	12	18
C-D					64	96
C-A					372	557

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	6.204	A
B-AD	19	5	311	0.062	19	0.0	0.1	12.315	B
A-BCD	14	4	571	0.025	14	0.0	0.0	6.467	A
A-B	6	2			6				
A-C	334	84			334				
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-ABD	10	2	595	0.016	10	0.0	0.0	6.149	A
C-D	53	13			53				
C-A	305	76			305				

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	619	0.119	73	0.1	0.1	6.593	A
B-AD	23	6	277	0.082	23	0.1	0.1	14.179	B
A-BCD	17	4	554	0.031	17	0.0	0.0	6.705	A
A-B	7	2			7				
A-C	399	100			399				
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-ABD	12	3	578	0.020	12	0.0	0.0	6.355	A
C-D	63	16			63				
C-A	364	91			364				

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	587	0.153	90	0.1	0.2	7.233	A
B-AD	28	7	229	0.122	28	0.1	0.1	17.873	C
A-BCD	21	5	530	0.039	21	0.0	0.0	7.064	A
A-B	9	2			9				
A-C	489	122			489				
D-AB	284	71	261	1.089	243	1.3	11.4	122.214	F
D-BC	284	71	263	1.078	247	2.0	11.3	125.297	F
C-ABD	14	4	554	0.026	14	0.0	0.0	6.664	A
C-D	77	19			77				
C-A	446	111			446				

17:15 - 17:30

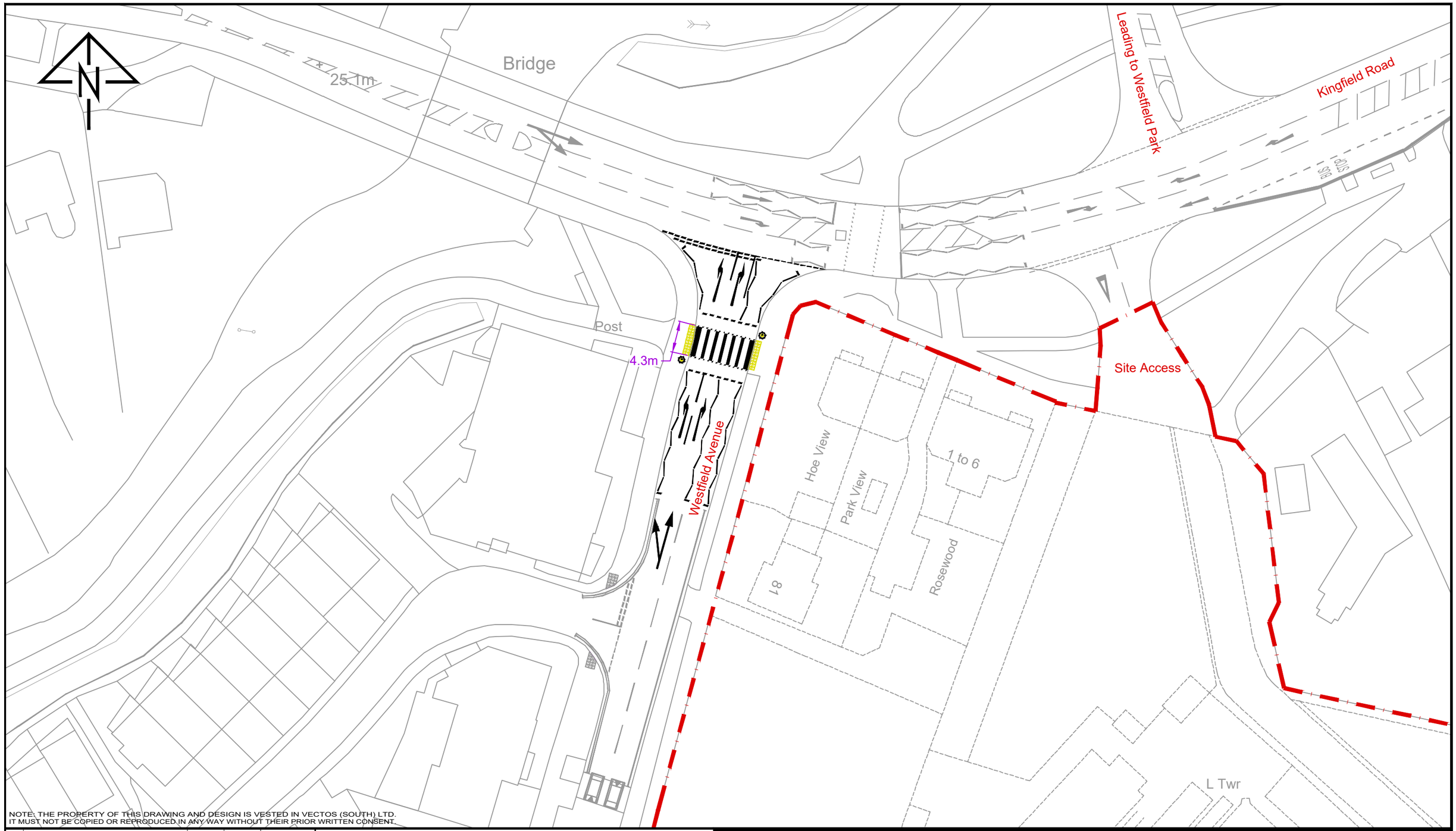
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	90	22	586	0.154	90	0.2	0.2	7.259	A
B-AD	28	7	217	0.128	28	0.1	0.1	19.013	C
A-BCD	21	5	530	0.039	21	0.0	0.0	7.064	A
A-B	9	2			9				
A-C	489	122			489				
D-AB	284	71	259	1.096	254	11.4	18.9	237.561	F
D-BC	284	71	259	1.098	254	11.3	18.9	236.713	F
C-ABD	14	4	554	0.026	14	0.0	0.0	6.664	A
C-D	77	19			77				
C-A	446	111			446				

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	617	0.119	74	0.2	0.1	6.623	A
B-AD	23	6	255	0.089	23	0.1	0.1	15.522	C
A-BCD	17	4	554	0.031	17	0.0	0.0	6.706	A
A-B	7	2			7				
A-C	399	100			399				
D-AB	232	58	287	0.807	273	18.9	8.7	188.622	F
D-BC	232	58	287	0.808	273	18.9	8.7	189.904	F
C-ABD	12	3	578	0.020	12	0.0	0.0	6.356	A
C-D	63	16			63				
C-A	364	91			364				

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	6.228	A
B-AD	19	5	301	0.064	19	0.1	0.1	12.788	B
A-BCD	14	4	571	0.025	14	0.0	0.0	6.468	A
A-B	6	2			6				
A-C	334	84			334				
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-ABD	10	2	595	0.016	10	0.0	0.0	6.152	A
C-D	53	13			53				
C-A	305	76			305				



REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

STATUS:
INFORMATION ONLY

PROJECT:
Egley Road, Woking

CLIENT:
Gold Developments

DRAWING TITLE:
Proposed Zebra Crossing -
Kingfield Road & Westfield Avenue
(Offsite improvement Works)

vectos
5th Floor, 4 Colston Avenue, Bristol, BS1 4ST
t: 0117 203 5240 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	IS	18/04/19	1:500 @ A3	183923-B01	-

EXISTING UNCONTROLLED PEDESTRIAN CROSSING TO REMAIN, CROSSING TO BE UPGRADED WITH DROPPED KREBS THAT SET OUT IN ACCORDANCE TO 'GUIDANCE ON THE USE OF TACTILE PAVING SURFACES'. EXISTING ILLUMINATED BOLLARDS TO BE RE POSITIONED IF REQUIRED

KINGFIELD ROAD

VICARAGE ROAD

A427 HIGH STREET

4.7m

2.0m

2.0m

4.7m

2.0m

4.5m

2.0m

5.7m

LB

UNCONTROLLED PEDESTRIAN CROSSING UPGRADED IN SIZE TO 5.5M IN LENGTH AND 2.0 M WIDE. THIS WILL ACCOMMODATE THOSE WITH PUSHCHAIRS OR WHEELCHAIRS TO WAIT SAFELY.

REFUGES CONSIST OF TWO 'D'_SHAPED ISLANDS WITH A GAP BETWEEN THEM TO FACILITATE CROSSING. DROPPED KERBS TO BE PROVIDED ON BOTH SIDES OF THE CARRIAGEWAY. TACTILE PAVING TO BE SET OUT IN ACCORDANCE TO 'GUIDANCE ON THE USE OF TACTILE PAVING SURFACES'

THE CARRIAGEWAY WIDTH PAST THE REFUGE IS STILL WIDE ENOUGH TO PREVENT VEHICLES PASSING TOO CLOSE TO THE REFUGE OR THE FOOTWAY

CYCLISTS - THE CARRIAGEWAY WIDTH IS WIDE ENOUGH TO ALLOW VEHICLES TO OVERTAKE CYCLISTS SAFELY, AND EXCEEDS 4 M (AS PER TSM CHAPTER 6 15.3.4 RECOMMENDATION).

ILLUMINATED & REFLECTIVE BOLLARDS / RE-INSTATED

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

STATUS:
INFORMATION ONLY

KEY

- PROPOSED TACTILE PAVING (BUFF)
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS TO REMAIN OR RE LAID IF REQUIRED

PROJECT:
Egley Road, Woking

CLIENT:
Gold Developments

DRAWING TITLE:
Proposed Improvements to Mini Roundabout - Vicarage Road & A427 High Street (Offsite improvement Works)

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DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	IS	18/04/19	1:250 @ A3	183923-B03	-