

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Woodcate Lane | Warwick Road ADJUSTED.j9
 Path: P:\Projects\Leek Wootton
 Report generation date: 31/01/2023 17:42:00

- »2027 Base + Development, AM
- »2027 Base + Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2027 Base + Development								
Stream B-AC	2.9	47.52	0.76	E	1.1	21.18	0.52	C
Stream C-AB	0.2	4.71	0.08	A	0.1	5.58	0.05	A

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

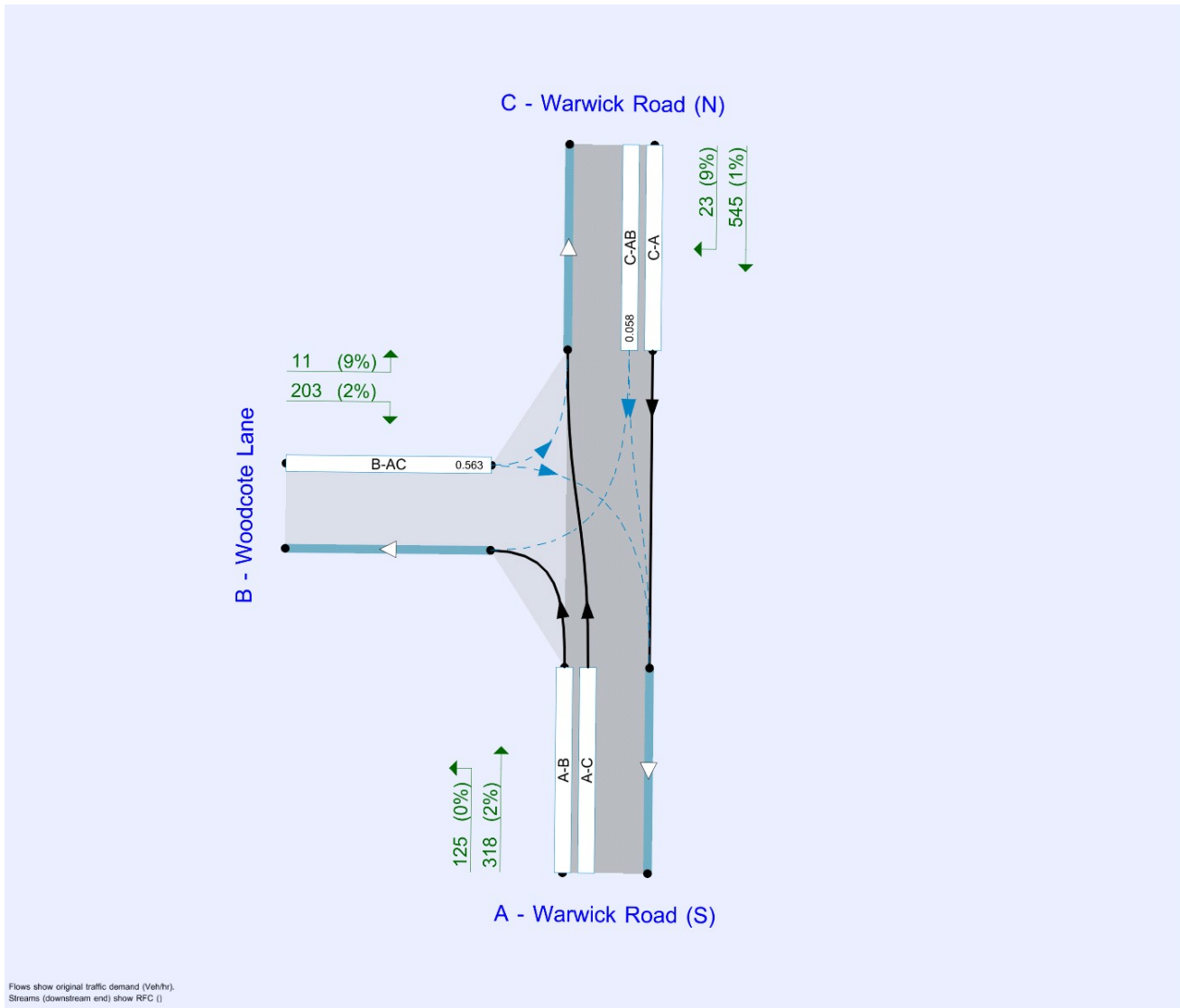
File summary

File Description

Title	Woodcate Lane Warwick Road
Location	Leek Wotton
Site number	
Date	31/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LQUESTATES\Tim.Brown
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Base + Development	AM	ONE HOUR	07:30	09:00	15
D2	2027 Base + Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 Base + Development, 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	Woodcote Lane Warwick Road	T-Junction	Two-way		8.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Warwick Road (S)		Major
B	Woodcote Lane		Minor
C	Warwick Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Warwick Road (N)	6.50			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Woodcote Lane	One lane	3.00	22	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	494	0.088	0.222	0.140	0.318
1	B-C	635	0.095	0.241	-	-
1	C-B	632	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Base + Development	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Warwick Road (S)		✓	443	100.000
B - Woodcote Lane		✓	214	100.000
C - Warwick Road (N)		✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Warwick Road (S)	B - Woodcote Lane	C - Warwick Road (N)
From	A - Warwick Road (S)	0	125	318
	B - Woodcote Lane	203	0	11
	C - Warwick Road (N)	545	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Warwick Road (S)	B - Woodcote Lane	C - Warwick Road (N)
From	A - Warwick Road (S)	0	0	2
	B - Woodcote Lane	2	0	9
	C - Warwick Road (N)	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.76	47.52	2.9	E
C-AB	0.08	4.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	366	0.441	158	0.8	17.103	C
C-AB	36	799	0.045	35	0.1	4.711	A
C-A	392			392			
A-B	94			94			
A-C	239			239			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	342	0.563	191	1.2	23.514	C
C-AB	49	846	0.058	49	0.1	4.528	A
C-A	461			461			
A-B	112			112			
A-C	286			286			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	309	0.764	230	2.7	42.646	E
C-AB	74	913	0.081	74	0.2	4.304	A
C-A	551			551			
A-B	138			138			
A-C	350			350			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	309	0.764	235	2.9	47.525	E
C-AB	74	913	0.081	74	0.2	4.295	A
C-A	551			551			
A-B	138			138			
A-C	350			350			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	342	0.563	199	1.4	26.142	D
C-AB	49	846	0.058	50	0.1	4.503	A
C-A	461			461			
A-B	112			112			
A-C	286			286			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	366	0.441	163	0.8	17.981	C
C-AB	36	800	0.045	36	0.1	4.702	A
C-A	392			392			
A-B	94			94			
A-C	239			239			

2027 Base + Development , 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	Woodcote Lane Warwick Road	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 Base + Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Warwick Road (S)		✓	532	100.000
B - Woodcote Lane		✓	168	100.000
C - Warwick Road (N)		✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Warwick Road (S)	B - Woodcote Lane	C - Warwick Road (N)
From	A - Warwick Road (S)	0	106	426
	B - Woodcote Lane	133	0	35
	C - Warwick Road (N)	246	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Warwick Road (S)	B - Woodcote Lane	C - Warwick Road (N)
From	A - Warwick Road (S)	0	1	1
	B - Woodcote Lane	1	0	3
	C - Warwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	21.18	1.1	C
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	404	0.313	125	0.4	12.791	B
C-AB	19	665	0.028	19	0.0	5.573	A
C-A	180			180			
A-B	80			80			
A-C	321			321			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	384	0.394	150	0.6	15.378	C
C-AB	24	673	0.036	24	0.0	5.543	A
C-A	213			213			
A-B	95			95			
A-C	383			383			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	355	0.522	183	1.0	20.807	C
C-AB	33	687	0.048	33	0.1	5.504	A
C-A	258			258			
A-B	117			117			
A-C	469			469			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	355	0.522	185	1.1	21.176	C
C-AB	33	687	0.048	33	0.1	5.509	A
C-A	258			258			
A-B	117			117			
A-C	469			469			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	384	0.394	153	0.7	15.695	C
C-AB	24	673	0.036	24	0.0	5.551	A
C-A	213			213			
A-B	95			95			
A-C	383			383			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	404	0.313	127	0.5	13.028	B
C-AB	19	665	0.028	19	0.0	5.576	A
C-A	180			180			
A-B	80			80			
A-C	321			321			