

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.0.2307											
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Filename: J6.j11

Path: \\uk-lon-fas02\projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Tonbridge & Malling and Sevenoaks LP\15 Local Modelling\July 2025 Modelling\J6 A20 London Road _Church Road _Trottiscliffe Road

Report generation date: 27/08/2025 10:38:55

- »D1 - 2019 | Base | AM
- »D2 - 2019 | Base | PM
- »D3 - 2040 | T&M LP_High | AM
- »D4 - 2040 | T&M LP_High | PM
- »D5 - 2042 | Forecast Baseline | AM
- »D6 - 2042 | Forecast Baseline | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2019 - Base											
Stream B-ACD	D1	0.3	15.41	0.24	C	41 % [Stream D-ABC]	D2	0.3	14.09	0.21	B	27 % [Stream D-ABC]
Stream A-BCD		0.3	8.32	0.20	A			0.2	8.86	0.18	A	
Stream D-ABC		1.0	18.38	0.48	C			1.6	23.96	0.57	C	
Stream C-ABD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - T&M LP_High											
Stream B-ACD	D3	0.4	19.25	0.29	C	33 % [Stream D-ABC]	D4	0.4	16.05	0.26	C	18 % [Stream D-ABC]
Stream A-BCD		0.4	8.96	0.27	A			0.3	9.51	0.22	A	
Stream D-ABC		1.1	19.93	0.50	C			2.1	28.63	0.65	D	
Stream C-ABD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2042 - Forecast Baseline											
Stream B-ACD	D5	0.4	16.03	0.28	C	39 % [Stream D-ABC]	D6	0.3	13.83	0.24	B	26 % [Stream D-ABC]
Stream A-BCD		0.3	8.46	0.22	A			0.3	9.12	0.21	A	
Stream D-ABC		1.1	18.67	0.50	C			1.7	23.79	0.59	C	
Stream C-ABD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

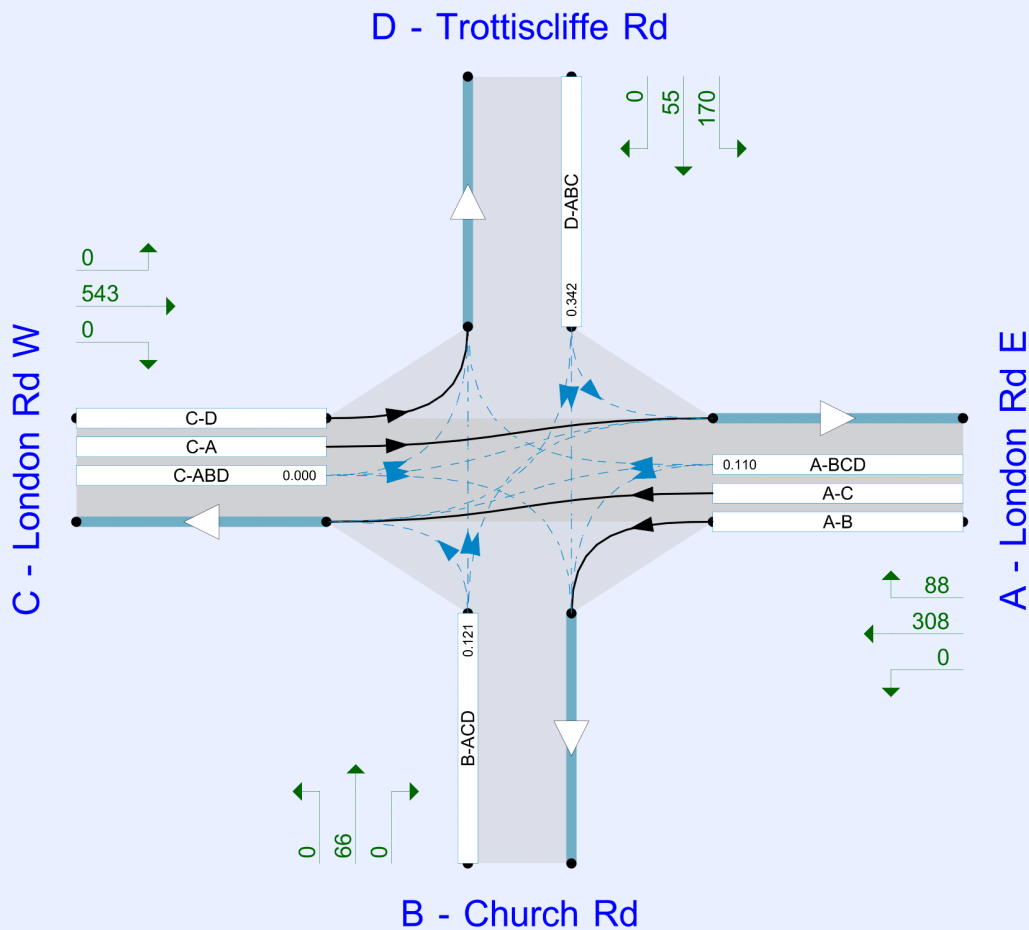
File summary

File Description

Title	
Location	
Site number	
Date	24/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTLSIUDZIS
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	PCU	PCU	perHour	s	-Min	perMin



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2019	Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2040	T&M LP_High	AM	ONE HOUR	08:00	09:30	15	✓
D4	2040	T&M LP_High	PM	ONE HOUR	17:00	18:30	15	✓
D5	2042	Forecast Baseline	AM	ONE HOUR	08:00	09:30	15	✓
D6	2042	Forecast Baseline	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

D1 - 2019 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream D-ABC	4.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	London Rd E		Major
B	Church Rd		Minor
C	London Rd W		Major
D	Trottiscliffe Rd		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - London Rd E	5.71		✓	3.56	85.0	✓	6.50
C - London Rd W	5.71		✓	3.30	100.0	✓	3.30

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 - Church Rd	One lane	3.25	90	65
D - Trottiscliffe Rd	One lane	3.30	47	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	716	-	-	-	-	-	-	0.281	0.401	0.281	-	-	-
B-A	553	0.102	0.258	0.258	-	-	-	0.162	0.368	-	0.258	0.258	0.129
B-C	682	0.106	0.267	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	553	0.102	0.258	0.258	-	-	-	0.162	0.368	0.162	-	-	-
B-D, offside lane	553	0.102	0.258	0.258	-	-	-	0.162	0.368	0.162	-	-	-
C-B	708	0.278	0.278	0.397	-	-	-	-	-	-	-	-	-
D-A	665	-	-	-	-	-	-	0.261	-	0.103	-	-	-
D-B, nearside lane	525	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-B, offside lane	525	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	525	-	0.154	0.350	0.122	0.245	0.245	0.245	0.245	0.097	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	579	100.000
B - Church Rd		ONE HOUR	✓	72	100.000
C - London Rd W		ONE HOUR	✓	345	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	470	109
	B - Church Rd	0	0	0	72
	C - London Rd W	345	0	0	0
	D - Trottiscliffe Rd	108	75	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	10	13
	B - Church Rd	0	0	0	6
	C - London Rd W	11	0	0	0
	D - Trottiscliffe Rd	15	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.24	15.41	0.3	C	66	99
ABCD	0.20	8.32	0.3	A	100	150
AB					0	0
AC					431	647
D-ABC	0.48	18.38	1.0	C	168	252
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					317	475

D2 - 2019 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Stream D-ABC	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	396	100.000
B - Church Rd		ONE HOUR	✓	66	100.000
C - London Rd W		ONE HOUR	✓	543	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
From	A - London Rd E	0	0	308	88
	B - Church Rd	0	0	0	66
	C - London Rd W	543	0	0	0
	D - Trottiscliffe Rd	170	55	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	5	11
	B - Church Rd	0	0	0	6
	C - London Rd W	8	0	0	0
	D - Trottiscliffe Rd	29	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.21	14.09	0.3	B	61	91
ABCD	0.18	8.86	0.2	A	81	121
A-B					0	0
A-C					283	424
D-ABC	0.57	23.96	1.6	C	206	310
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					498	747

D3 - 2040 | T&M LP_High | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Stream D-ABC	4.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	T&M LP_High	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	741	100.000
B - Church Rd		ONE HOUR	✓	76	100.000
C - London Rd W		ONE HOUR	✓	328	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
From	A - London Rd E	0	0	588	153
	B - Church Rd	0	0	0	76
	C - London Rd W	328	0	0	0
	D - Trottiscliffe Rd	124	67	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	10	11
	B - Church Rd	0	0	0	7
	C - London Rd W	11	0	0	0
	D - Trottiscliffe Rd	17	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.29	19.25	0.4	C	70	105
ABCD	0.27	8.96	0.4	A	140	211
AB					0	0
AC					540	809
D-ABC	0.50	19.93	1.1	C	175	263
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					301	451

D4 - 2040 | T&M LP_High | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	18	Stream D-ABC	6.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	T&M LP_High	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	463	100.000
B - Church Rd		ONE HOUR	✓	74	100.000
C - London Rd W		ONE HOUR	✓	572	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
From	A - London Rd E	0	0	355	108
	B - Church Rd	0	0	0	74
	C - London Rd W	572	0	0	0
	D - Trottiscliffe Rd	195	53	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	4	11
	B - Church Rd	0	0	0	6
	C - London Rd W	4	0	0	0
	D - Trottiscliffe Rd	25	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	16.05	0.4	C	68	102
A-BCD	0.22	9.51	0.3	A	99	149
A-B					0	0
A-C					326	489
D-ABC	0.65	28.63	2.1	D	228	341
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					525	787

D5 - 2042 | Forecast Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream D-ABC	5.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2042	Forecast Baseline	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	589	100.000
B - Church Rd		ONE HOUR	✓	83	100.000
C - London Rd W		ONE HOUR	✓	302	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
From	A - London Rd E	0	0	464	125
	B - Church Rd	0	0	0	83
	C - London Rd W	302	0	0	0
	D - Trottiscliffe Rd	122	77	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	11	14
	B - Church Rd	0	0	0	7
	C - London Rd W	11	0	0	0
	D - Trottiscliffe Rd	15	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	16.03	0.4	C	76	114
ABCD	0.22	8.46	0.3	A	115	172
AB					0	0
AC					426	639
D-ABC	0.50	18.67	1.1	C	183	274
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					277	416

D6 - 2042 | Forecast Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - London Rd E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - London Rd W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Stream D-ABC	6.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2042	Forecast Baseline	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Rd E		ONE HOUR	✓	359	100.000
B - Church Rd		ONE HOUR	✓	77	100.000
C - London Rd W		ONE HOUR	✓	520	100.000
D - Trottiscliffe Rd		ONE HOUR	✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
From	A - London Rd E	0	0	253	106
	B - Church Rd	0	0	0	77
	C - London Rd W	520	0	0	0
	D - Trottiscliffe Rd	180	56	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - London Rd E	B - Church Rd	C - London Rd W	D - Trottiscliffe Rd
	A - London Rd E	0	0	6	11
	B - Church Rd	0	0	0	5
	C - London Rd W	5	0	0	0
	D - Trottiscliffe Rd	26	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.24	13.83	0.3	B	71	106
A-BCD	0.21	9.12	0.3	A	97	146
A-B					0	0
A-C					232	348
D-ABC	0.59	23.79	1.7	C	217	325
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					477	716